

small air forces observer

vol. 23 no. 1 (89)
April 1999

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Aerobat Extraordinary: The Avia B-122
Paraguayan Military Beechcrafts
Mexican-Americans in the 8th AF
Luftwaffe RF-84F Serials
Belgian Brewster B-339
Brazilian Navy A-4KU

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SMALL AIR FORCES OBSERVER

The Newsletter of the Small Air Forces Clearing House

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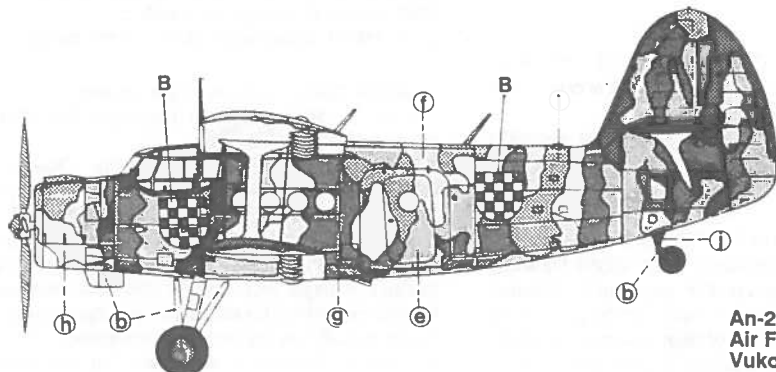
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COVER COMMENTS: This excellent study of a newly-arrived Brazilian Navy Skyhawk comes to us via Jorge Nunez Padon. For more information turn to page 18.

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An-2R Colt. Independent Air Unit SZV "Osijek". Croatian Air Force, used as night bomber during the siege of Vukovar in November 1991. (HIDecol #72-046)

AUSTRALIA

IN miniature (IPMS NEW SOUTH WALES, PO Box 637, Broadway, NSW 2007; 4 issues A\$30.00 air mail).

2/98 (32 pages) "The Tempest" 10 pages including 10 photos, 4 side-view drawings, & 2+ pages of scale views.

3/98 (32 pages) Photo: RAAF Caribou.

AUSTRIA

OFH NACHRICHTEN (Oesterreichische Flugzug Historiker, Pfenniggeldf. 18/2/14, A-1160 Wien. Write for free sample.) 20-Year (77/97) Index available.

4/98 (36 pages) "K.u.k. Flugpost 1918" 2 pages including to photos. "Luftfahrzeugregister" one page. Photo: Swedish J-92F.

BELGIUM

KIT (IPMS Belgium, c/o Michel Willot, dreve de Champagne 14, B-1190 Bruxelles; International Postal Money Order for \$30 for 4 issues.

#111 3/1998 (36 pages) "Focke-Wulf Fw-190D-9" 4 pages on a/c in USAAF markings including 4 photos of model and 4-view drawing. "Les Mirage 5 Zairois" 2 pages including 3 photos and 2 side-view drawings.

BRAZIL

EM ESCALA (IPMS Brazil, Rua Lucidio Lago, 457/206 - Meier - Rio, RJ, CEP 20780-020. Subscription is \$10.00, but they prefer kits or accessories. Send to Antonio Pereira Linhares at the above address.)

#90 1998 (16 pages) "Os Wibault 73 C.1 da Arman Aerea Paraguay" 2 pages including 2-view drawing. "A4 Skyhawk: O novo caca da Marinha do Brasil" 4 pages including 3 photos and 4-view drawing.

CANADA

RANDOM THOUGHTS (IPMS Canada, Box 626, Stn. B, Ottawa, Ontario K1P 5R7; 6 issues for US \$24.00 in US \$26.00 elsewhere).

26/1 (24 pages) "Lancaster II Conversion" 2 pages. "Camouflage of World War II Japanese Aircraft" 6 pages. "Dekno Bellanca 28-70 / 28-90 Resin Kit" 2 pages. "Hasegawa WWII Pilot Figure Set 1/48" one page. "Occidental Replicas 1/48 North American T-6G" 2 pages. "Eduard 1/48 Bell S-1 (Standard and Profipack versions)" 2 pages.

CZECH REPUBLIC

AERO PLASTIC KITS REVUE (Vydavatelství Model Hobby Press, ul. 1. máje 11, 709 00 Ostrava-Mar. Hory, Czech Republic. 6 issues \$33 surface or \$45 air.)

#64 1997 (76 pages) "Vojenské letecké síly Spojených arabských emirátů" 8 pages including 9 photos and 10 color side-view drawings (Hunter, Mirage 5, MB-326, Mirage 2000, SF 260, Fiat G.222, DHC-5 Buffalo, AB-206, & SA.330 Puma). "Pírat z Ostravy" 4-page review of Pavla kit of Vought F6U including 10 photos of model, color 4-view drawings, and 2 color side-view drawings. "Dornier Do 217" (2 cast) 12 pages including 6 photos, 4 pages of scale drawings, and 9 color side-view drawings (one Italian 217J). "FW 190 & Ta 152" 3-page

review of available kits including 8 photos of models. "Jakovlev Jak-17/Jak-17UTI" 4 pages including 3 photos, a page of scale drawings, color 5-view drawing, and 2 color side-view drawings (Polish & Soviet). "Fairey Gannett" (2 cast) 7 pages including 11 b&w & 8 color photos, one color 3-view drawing, and 3 color side-view drawings (Indonesia, RAAF, & West Germany). "Flight Lieutenant John William Yarra" 4 pages including 5 photos and 2 color 3-view drawings of his Spitfires. "Aeromacchi MB-326" (2 cast) 8 pages including 5 photos, 2 pages of scale drawings (MB-326K & EMB-326 Xavante), and color 5-view drawing (United Arab Emirates). "Lovec" (2 cast) 4 pages on Soviet Ace Sergei Kramarenko including 6 photos. "Ki-46 III Dinah" 3-page review of Tamiya kit including 6 photos of interior details of a/c. "Cesta k legendě" (4 cast) 3 pages including 4 photos of Ye-30 and Ye-50.

ENGLAND

IPMS MAGAZINE (Ernie Lee, 51 Ball Road, Hillsborough, Sheffield, South Yorkshire S6 4LZ, 6 issues for £20.00 (US subscription agent: Wise Owl Publications, 4314 West 238th St., Torrance, CA 90505).

1/99 (48 pages) "Their Finest Hour: Part II" 4 pages on building the Hasegawa 1/72-scale Hurricane I & II including two 4-view drawings and 2 side-view drawings. "Belgium Nieuports" 3 pages including 9 side-view drawings. "T-Bird Hunter" 4 pages including 9 photos of Aeroclub model under construction.

The Catalina News (Joan Watts, The Catalina Society, 24 Batts Hill, Reigate, Surrey, RH2 0LT England. One year £15.)

#49 January 1999. (24 pages) "The Story of Catalina VA703" 2 pages including 3 photos. Other articles include, "In Search of a Radio", "A Tale of Two Reunions", "New Cat at Duxford", and all the usual features, "Catcall", "Cat Letters", "Cat Contact Column", "Reviews", and "World Catalina News" with a total of 13 more photos.

SWEDISH AIRFORCE SIG (Ted Burnett, 19 Tintagel Close, Parkside Grange, Cramlington, Northumberland, England NE23 0NZ. Subscription £3.00 UK, £5.00 Europe, \$15.00 USA).

#26 February 1998 (345 pages) "Lastglidaren LG 105" 3-page history of Swedish cargo glider. "Mustangs of the Royal Swedish Air Force" 9 pages including reprint of SAFO article, 12 side-view drawings, 2 pages of drawings showing external markings including stencils, and review of the book "J 26 Mustang". Lots of reviews of books, kit, and decals with Swedish AF connections. Four-page index for the first 25 issues of SIG Newsletter.

FINLAND

IPMS-MALLARI (IPMS Finland, PL 798, 00101 Helsinki 10; 6 issues \$20.00, no check accepted due to the high redemption costs).

#128 6/1998 (24 pages) "Jaahyvässet Bisseille: Mig-21bis Final Flight" 9 pages including 16 photos.

SUOMEN ILMAILUHISTORIAALLINEN LEHTI (InScale 72, Makelankatu 5B10, 00550 Helsinki; Europe \$30, elsewhere \$35; payment by International Postal Order or in cash; no cheques of any kind accepted because of high redemption rates). Each issue includes a 2-page English summary.

4/1998 (24 pages) "VL Tuisku" one page with scale 3-view drawing. "Valmet Puhuri" 7 pages on paper study for a 2-engine photo-survey aircraft including 7 photos (FAFDC-3 & Pembroke). "EV-1" 3 pages on FAF Airspeed Envoy including 3 photos. "Oikutteleva Mersu" one-page story of FAF Bf 109G 'MT-505'. "Puusiipi-Brewster" 3 pages on VL's project to create a domestic Buffalo including 5 photos and scale 4-view drawings of the wooden-wing Humu. "Utista Nurmoilaan" 2-page continuation of the story of LeLv 12 as seen by a mechanic including one photo (Fokker D.21 'FR-103').

FRANCE

JETS: Toute l'Aeronautique Moderne (39 rue A. Briand, 62200 Boulogne Sur Mer, France. 420F for 12 issues).

#37 Janvier 1999 (52 pages) Color photos: Guatemalan Piliian & "Turbo" DC-3; Chilian AS-532 Cougar; and Greek Apache & Alouette. "La Saga du Hun, ou le F-100 Super Sabre" 6 pages including 13 photos [Turkey (1) and France (2)]. "Ala 1° et Ala 11° 1955-1998: Les Pionniers de la Chasse Espagnole" 7 pages including 16 photos (F-86 & Mirage III). "Le Hawker Sea Hawk: Les Sea Hawk Neerlandais & Indiens" 11 pages including 21 photos, 2-page cutaway drawings, and 2 color side-view drawings. "Bacau, Nid des Lancers" 3 pages including 11 color photos of Romanian MiG-21.

#38 Fevrier 1999 (52 pages) "La Saga du Hun, ou le F-100 Super Sabre" 4 pages including 8 photos (one French). "Ala No.1 et Ala No.11 1955-1998: Les Pionniers de la Chasse Espagnole" (2eme partie) 5 pages including 14 photos (Mirage IIIe, FICE, FIDEA, & Qatar FIDDA). "Le Hawker Sea Hawk: Les Sea Hawk de la Bundesmarine" 6 pages including 13 photos and 2 color side-view drawings. "Le Fokker S-14 Mach Trainer" 12 pages including 22 photos, 3-view drawing, cutaway drawing, and color 2-view drawing. "MiG-29: Le Premier Super-Chasseur Russe" 10 pages including 17 photos and a 2-page cutaway drawing. "Reception Premier Hawkeye par la Marine Nationale" 2 pages including 2 photos.

#39 Mars 1999 (52 pages) "La Saga du Hun, ou le F-100 Super Sabre" 5 pages including 9 photos (one French). "Journées Portes Ouvertes a Palomar" 4 pages including 10 photos (Argentine A-4, IA-63 Pampa, Su-29, Puma, & IA-58 Pucara; Bolivian Pilatus PC-7; and Uruguayan IA-58 Pucara). "MiG-29: Le Premier Super-Chasseur Russe" (2eme partie) 11 pages including 13 photos (Romania, Czech, India, Slovakia, & Ukraine), 5 pages of 1/72-scale drawings (9-12 and 9-13), and 6 color side-view drawings (Malaysia, Yugoslavia, Iran, Cuba, Iraq, & Russia). "Les Premiers Chasseurs a Reaction de MiG OKB" 8 pages including 20 photos (I-250, I-270, MiG-9). "Maguette: Le SO 9050 Trident II" 3 pages on building the 1/48-scale kit by JMGT including 11 photos of the model.

AVIONS: Toute l'Aeronautique et son Histoire (39 rue A. Briand, 62200 Boulogne Sur Mer, France. 420F for 12 issues).

#70 Janvier 1999 (64 pages) "Le Fiat CR-42 en service dans l'Aeronautique Militaire Belge" (2eme partie) 6 pages including 10 photos. "Le biplace d'ecole de debut Hanriot H.161" 7 pages including 23 photos. "Les Gloster Gladiator Suedois" 8 pages including 14 photos of Swedish Gladiators and 6 color side-view drawings (Finnish, German, Latvian, Chinese, & Portuguese). "TB-3, le geant de Tupolev" 6 pages including 18 photos

and 7 side-view drawings of variants. "Du nouveau sur les Spad-nacelles" 8 pages on the Spad type A including 20 photos and a 2-page table listing history of individual aircraft. "L'escadrille du bout du monde" (2eme partie) 11 pages on flying boats in French Polynesia including 16 photos, color cover painting, and 3 color side-view drawings (CAMS 37 & 55). "De l'interception a l'entrainement: l'IMAM Meridionali Ro.41S" 7 pages including 28 photos (Ro.1, Ro.5, Ro.25, Ro.30, Ro.37, and Italian & Spanish Ro.41).

#71 Fevrier 1999 (64 pages) "Les Hanriot HD.1 suisses" 5 pages including 12 photos. "Quand les democraties occidentales achetaient des avions dans l'Italie fasciste" (1ere partie: la France) 9 pages including 20 photos (Ca 164, Ca 313, & FN 305 in French markings). "Les Bombardiers de l'Armee Japonaise (1920-1935)" 7 pages including 26 photos (Farman F.60, Dornier Do.N, Junkers K-37, & Junkers G.38). "TB-3, le geant de Tupolev" 7 pages including 15 photos and 2 color side-view drawings. "Le Groupe de Chasse 1/3 'Corse'" (1 ere partie: les Spa 69 et 88 en 14/18) 7 pages including 16 photos and table of losses and victories. "Les Gloster Gladiator suedois en Finlande" (2eme partie) 6 pages including 11 photos and 2 color side-view drawings.

#72 Mars 1999 (64 pages) "Un bimoteur 'Les Mureaux' de reconnaissance triplace" one pages with 2 photos of ANF 120. "Les Avions Americains dans la Luftwaffe" 6 pages including 17 photos (Curtiss H-75, NAA-57, P-47D, P-51D, F-5), table of captured aircraft, and 2 color side-view drawings (P-47D & P-51D). "Le Groupe de Chasse 1/3 'Corse'" (2eme partie: De 1930 a 1945) 8 pages including 21 photos (NiD-622, D-500/501, MS-460, D-520) and 3 color side-view drawings (MS-460 & D-520). "TB-3, Le Geant de Tupolev" (derniere partie) 5 pages including 17 photos. "Les Gloster Gladiator Norvegiens" 7 pages including 16 photos (Scimitar & Gladiators) and 6 color side-view drawings (3 Norwegian & 2 Swedish Gladiators and Luftwaffe Ju 87B). "Les bombardiers de l'Armee japonaise (1920-1935)" (2eme partie et fin) 9 pages including 26 photos (Ki-1 & Ki-2), color cover painting, and a 2-page 1/72-scale 6-view drawing of the Ki-2. "Des CAMS a Coque 'Metal'"

3 pages including 7 photos (CAMS 37 & 55). "Quand les democraties occidentales achetaient des avions dans l'Italie fasciste" (2eme partie: la Belgique et l'Angleterre) 8 pages including 24 photos (A-300, SABAC S-47, SM-83, Ca-310, Ca-312, CR-42, & Re-2000). "Les avions Kaproni-Bulgarski" 3 pages including 10 photos of KB-1 aka Ca-100. "L'as des steppes: Aleksandr Kozakov" 9 pages including 21 photos and 2 color side-view drawings (Ni-11 & Spad 7).

GERMANY

MITTEILUNGEN (IPMS Germany, Bergengruenstrass 5-7, D-1000 Berlin 38; 12 issues DM 60.00 Europe, DM 65.00 USA, DM 70.00 Japan, DM 75.00 Australia).

5/98 (40 pages) "Flugtag in Kecskemet" 2 pages with 7 photos (Hungarian Yak-52, MiG-21, MiG-29, & L-39).

6/98 (40 pages) "Oberfeldwebel Rudolf Ehrenberger" 4 pages including 3 photos and 3-view drawing of his Bf-109.

The Finnish Special Interest Group (Nils R. Treichel, Ludwigstr. 13, 27432 Bremerverde, Germany.)

#12 (12 pages) "Double Delta" 3 pages including 2 pages of drawings of Finnish Drakens.

GREECE

NEA (IPMS-Greece, PO Box 79167, 175 05 Amfithea, Athens) 4 issues \$25.00 for first year, \$20.00 for next year. English summary no longer included. [Back issues are available from IPMS-Greece.]

1-2/98 (48 pages) "AB-212 VIP" 5 pages including 12 color & 2 b/w photos and one side-view drawing. "T-33 Silver Star" 6 pages including 11 color & 6 b/w photos. "F-102 Delta Dagger" 5 pages including 5 color & 4 b/w photos and one page of drawings of instrument panel layouts.

3/98 (48 pages) "Hu-16B Albatross" 8 pages including 9 color & 5 b/w photos. "Catalog of Greek Aircraft and their Kits" 8 pages listing aircraft used by the Greek military.

these are verified by the Mahal crews still living. So far, however, I have not been able to find any photographs showing the bomb rack installation. "If anyone in the SAFO sphere has photos that would help in either of the two searches I would really appreciate hearing from them." Tom Young (SAFCH #56), PO Box 554, Corte Madera, CA 04976-0554, USA. E-mail: maiesm72@aol.com.

"In my research on the fighter Aces of the Western front 1941-1945, a project that I'm planning to publish listing of the pilots who score more than five kills against Russian, German, and American aircraft, I have come across a situation that I would like to ask fellow SAFO members for clarification. This is in reference to the scoring system of the Vazdushni Negovo Velichestvo Voyski (His Majesty Air Force) the Bulgarian Air Force. Mostly in the case of Capt. Stoyan Stoyanov, who is carried as scoring between 14-16 aerial victories, while other sources like Wings of Fame Vol. 13 Decade of Airpower Bulgaria 1940-1949, gives his score at 6 (3 B-24's and 3 P-38's), while Forgotten Ace by Kim Margosein and Stephen Boshniakov in SAFO #73 (April 1995) gives the same score as the above

ITALY

JP-4 (JP-4, CP 1550, 50100 Firenze; L 27.000 Europe, L 30.000 elsewhere).

#11 Novembre 1998 (100 pages) Color photos: Dutch AH-64 & Taiwan AT-3A. "Coch 98" 4 pages including 11 photos (Slovak MiG-21 & -29; Hungarian MiG-29; Bulgarian MiG-21; Polish MiG-29; and Czech MiG-21). "30° Stormo" 4 pages including 7 photos and 2 color side-view drawings (Atlantic).

#12 Dicembre 1998 (100 pages) Color photos: Chile Sikorsky S-70A; Malta BN Islander '9H-ACU'. "53° Stormo" 4 pages including 5 photos and 2 color side-view drawings (F-104S & Tornado).

USA

WWI AERO (15 Crescent Rd., Poughkeepsie, NY 12601; 4 issues \$30.00 USA or \$30 overseas).

#163 Feb 1999 (148 pages) "Bataille Triplane" 11 pages including 16 photos and three 3-view drawings of an Belgian early bird. "Early Research into Aircraft Control by Sebastian de Ferranti" 11 pages. "Drawings" 18 pages.

SKYWAYS (15 Crescent Rd., Poughkeepsie, NY 12601; 4 issues \$30.00 USA or \$30.00 overseas.).

#49 Jan. 1999 (84 pages) "Air Mail Planes of Aeromarine: Models AM-1, AM-2, AM-3, and BM-1" 13 pages including 17 photos and three 3-view drawings. "Osa and Martin Johnsons' Famous Sikorsky Flying Boats: Part 2" 13 pages including 12 photos. "S.C. Johnson & Son Sikorsky S-38 Caruba by Born Again Restorations" 8 pages including 16 photos. "Sikorsky S-38: The '314' Series" 9 pages including 10 photos. "Barnhart Wampus Kat" 4 pages including 7 photos. "Cockpits: Heinkel He 111C-0 Airliner" 2 pages including 3 photos.

ESM 72 (Model-Aire International, PO Box 159, Olema, CA 94950. Quarterly. \$24.00 per volume. \$30.00 outside the USA.)

Vol 3, No 2, Spring 1998 (48 pages) "Aircraft: B" 31 pages from B.A. to Curtiss. "Aircraft Updates" 10 pages. "Vehicles: Germany" 3 pages. "Vehicle Updates" 4 pages.

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"Will the member who requested seven issues of AIR COMBAT from the Estate Sale and one issue of AIR ENTHUSIAST, please contact the editorial office. I still have these set aside for you and apparently you did not receiving my letter advising you that they were available." Jim Sanders (SAFCH #1), 27965 Berwick Dr., Carmel, CA 93923, USA.

"During the last year I have met several of the survivors of the Mahal, the foreign volunteers fighting for Israel 1948-49. Because of these contacts I have become very interested in the use of the Avia S-199 during the Israeli war of independence. I have most of the books on the subject now and have interviewed the Mahal who flew and serviced these aircraft. Contrary to published commentary, these men all state that the S-199s were overall grey, none were camouflaged. Long after the war a single example was painted in camouflage and placed on a pole. Photos of this aircraft seem to be the only evidence that any Israeli S-199 was ever painted anything other than grey.

"At least one source has stated that the S-199s never carried bombs. Several others, however, give names, dates, targets and bomb load details and

mentioned article. But in the 2-part article, Les Messerschmitt BF 109 Bulgares, in Avions #68 (Nov.1998) and #69 (Dec. 1998) by J. Andreev and S. Boshniakov, mentions Capt. Stoyanov with 16 aerial victories. In this same article it is mentioned that on 26 Aug. 1944 Stoyanov claimed one of two P-51 Mustangs for his 15th aerial victory! (page 27 Avions #69). Any help from any reader to clarify this matter would be appreciated, including an address for the Bulgarian Air Force if possible and the address of Capt. Stoyanov if he is still living." Santiago A. Flores (SAFCH #), P.O.Box 430910, San Ysidro, CA 92143-0910, USA.

"Wanted: L'Aviation Militaire Francaise en Indochine 1946-1954 and L'Aviation Francaise en Indochine 1946-1954. Willing to pay reasonable prices. Please send card to address below." Charles Euripides (SAFCH #1286), 4508 Willow Croft Court, Charlotte, NC 28226, USA

"I am looking for the following books: Bulgarian Aviation 1910-1940 Vols. 1 & 2; Historia de la Fuerza Aerea Uruguaya by Juan Maruri, Vols. 1, 2, & 3; Armeftygets Historia (History of Army Aviation) by Lundstrom; Military Aircraft in Poland

1918-24 Vol. 1 and 1925-39 Vol. 2; Fuerza Aerea de Chile (1994) UG635 C5 F83; The Third Arm: A History of the Egyptian AF by Muhammad Labib (1977); Historie de l'Armee de l'Air Hellenique 1930-1941 Vols. 1, 2 & 3 (1990) by Dept. Historie de l'Armee de l'Air; Aero by Josef Skarohlid (1983)."

J. Chris Thornburg (SAFCH #175), Mailer #41, Caller Box 10,005 CK, Saipan MP 96950-9506, USA. E-mail: hronburg@saipan.netpci.com or hristhronburg@netrscape.net.

"Information wanted on the colours and markings of the Latvian Aviation Regiments DH-9A, Avro 504, and RWD 8."

Cam Buchanan (SAFCH #729), 139 Victoria Rd., Devonport, Auckland, New Zealand.

"If anyone has photos of aircraft in Afghanistan, Persia/Iran, or Saudi Arabia for the period up to 1945, I would be most grateful if I could borrow them for ongoing article projects. I will copy the photos and return them swiftly."

Lennart Andersson (SAFCH #68), Tiundagatan 52B, S-752 30 Uppsala, Sweden. E-mail art.andersson@mbx355.swipnet.se

"I've not forgotten about the SAFCH, but I am presently working full time on aviation in the Netherlands Antilles, and that is 99% civilian. I will get you some updates on the L-4's, Aeronca L-3B's, and Fairchild PT-26's that were used there 1943-1950 as soon as I have a chance.

"Incidentally, do you know of someone who would be well versed in the disposal of PT-26's after WW-2 (probably Canadian surplus)? I am still at a complete loss as to from where came the three semi-military and one civilian PT-26's that were used in the Antilles."

Gerard Casius, (SAFCH #649), De Hoge Bomen 3, 8271 RE Ysselmuide, The Netherlands.

"If you have any material from books, magazines, or kit instructions you would like translated from Russian, Ukrainian, Polish, or Czech into English, I would be glad to help. Price is US \$5.00 for each A4-size page. This offer is open to both SAFCH members and nonmembers. Payment may be sent to Jim Sanders for credit to my SAFCH account or directly on my name and address by IMO."

Igor Gordeljanov (SAFCH #1066), ul. Strijskaja 181 kw.18, Lvovskaja obl. g. Drogobych, Ukraine.

"I am looking for the following books and magazines: Avions 12-20,22,40; Air Enthusiast 1-4, 6; Insignia 1; A.J. Press MS.406; Kagero Tupolov ANT-1 to 15; Wydawnictwo PZL P-24; Aircraft Profiles 125, 126, 183, 189, 191, 194, 209, 211, 214, 220, 222, 224, 225, 228, 246, 253,263; Squadron Aircraft in Action 3, 8, 16, 18, 28, 99, 127, 139; Airco Aircam 36(A-20), 38(P-36), 45(He 111); Airco Aircam Special 9, 11, 15, 16, 20; Air International (bound) vol. 18, 22, 34 and up."

M.J. Schlager (SAFCH #1522), 820 Cypress, La Marque, TX 77568, USA.

"I am very interested in Antarctic aviation and I plan on producing a decal sheet featuring aircraft of the smaller air forces that have been used in Antarctica. I wonder if any of our readers could supply me with colour photos or references to Australian, Argentine, Belgian, Chilean, Polish, Russian, Norwegian, Swedish, or South African aircraft that were deployed to Antarctica. All photos would be returned to their owners and due credit will be given in the instructions."

Joe Maxwell (SAFCH #1490), c/o MAX Decals, 67 Skreen Road, Navan Road, Dublin 7, Ireland. E-mail axwellj@dcu.ie

"I have a couple of requests: (1) I came across a reference to a resin conversion by 'Buccaneer' for a new nose section to convert Italeri's H-34 into a S-58T (turbine version). Can anyone suggest somewhere where I can get one of these? (2) I'm looking for a colour scheme for a Northrop Nomad (A-17A) used by the South African AF during WW2. According to the recent Air Enthusiast article, their SAAF had 43 of these, but I've never seen a photos or a colour scheme for these. Can any South African reader help?"

John MacGregor (SAFCH #766), 13 Foggyley Garden #21, Dundee DD2 3L9, Scotland.

"I am currently working on an article concerning the Bulgarian Air Force between the years of 1938-1945. I would like to request the assistance of other members of the SAFCH. I currently could use all and any information regarding orders of battle, aircraft types and numbers that were used, engage-

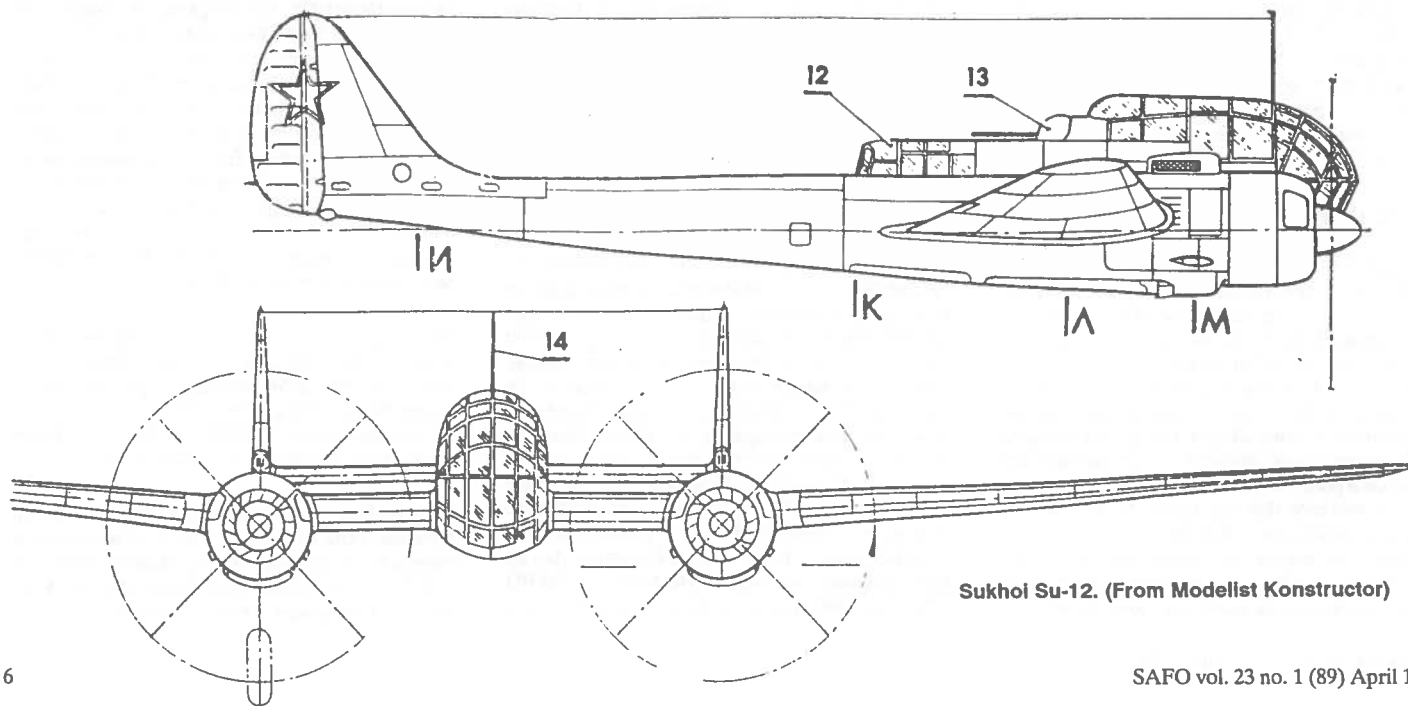
ments that were fought, along with pilots names, losses, and claims that were made. I am also in desperate need of photos of this air force and its pilots. All submissions will be credited, and I would be more than happy to reimburse, or pay the reproduction costs of any photos that were to be submitted."

Josef Fregosi (SAFCH #1544), 546 Shoal Circle, Redwood City, CA 94065.

"Since 1991 I have been working on a master kit of the Sukhoi Su-12. This twin-engine, twin-boom aircraft an extensively glazed center crew compartment was intended for artillery spotting, reconnaissance, and light bombing duties. The prototype was first flown in August 1946 and appeared at the Tushiko Air Show at Moscow in 1947. The Su-12 was powered by two ASH-82FN engines (built by A. D. Shvetsov) of 1850 hp each which gave it a very good performance: a speed of 460-531 km/hr, a ceiling of 11,000 meters, and a range of of 1,140 km. "Unfortunately, this aircraft has been ignored by the kit manufacturers. In an attempt to fill this gap, I worked out detailed drawings of the Su-12 in 1/72 scale. These drawings are based on drawings published in Modelist Konstruktor more than ten years ago. Then, I made a master model of the Su-12 using epoxy as the main material. This model was designed for production with the fuselage, wings, engines, clear glazing, etc. as separate parts with engraved panel lines. I assure you that these parts are of a quality of most resin and injection-molded kits. In addition, I have material on the aircraft's history, dimensions, technical data, and performance figures for use on an instruction sheet and box art.

"Since I do not have the resources to bring this model into production, I appeal to anyone who is connected with airplane kit manufacturing to consider continuing my work. It is my dream that this kit be produced in quantity so that it is available to modelers around the world. Therefore, I am offering for sale the entire project (drawings and master kit). Anyone interested in discussing terms, please contact me at the address below."

Igor Gordeljanov (SAFCH #1066), ul. Strijskaja 181 kw.18, Lvovskaja obl. g. Drogobych, 293720 Ukraine.



Sukhoi Su-12. (From Modelist Konstruktor)

The Avia B-122

The Story of a Famous Aerobatic Aircraft and its Pilots

Juraj Rajninec

[Editor's note: The manuscript for this article was received many years ago. However, because the color drawings could not be reproduced in SAFO, I delayed printing it. I delayed too long; the author, and my good friend, has passed away. With the recently release by RS Models of resin-cast kits of the B-122, it seems appropriate to publish this article despite the limitations in the reproduction of the drawings. The world of aviation history, particularly Slovak aviation, lost a great man when Juraj died. He is greatly missed.]

The history of man's achievements in the air is not the sole property of the great states. Many smaller nations have also contributed to man conquest of the air. One of the small states that made the most significant contributions to the history of aviation between the two World Wars was the young Czechoslovak Republic. While the quantity of aircraft produced in the Czechoslovak Republic was not as great as in the larger nations, this country was renowned for the quality and forward-looking design of her aircraft as well with the mastery of the airmen who flew them. The story of one of the world's most successful aerobatic aircraft the Avia Ba-122 illustrates this point.

In 1918, when the newly-independent Czechoslovak Republic rose from the ashes of the Austro-Hungarian Empire, there was no aviation industry with its borders. In fact, there were only eight aircraft stationed in the territory of the new Czechoslovak State. On 12 November 1918, these eight aircraft became the foundation of the newly-formed Czechoslovak Air Force. Within a few months, Czechoslovak airmen who had served with Austro-Hungarian Air Force began to make their way home, many bringing their aircraft with them. In addition, the government of France gave 115 aircraft to the Czechoslovak Air Force and other aircraft were received as war-indemnity from Germany. By 1920, the Czechoslovak Air Force consisted of seven squadrons.

Meanwhile, the government of the Czechoslovak Republic began to build a modern aircraft industry. The capacity of this new Czechoslovak aircraft industry grew so quickly that, by 1923, 46 percent of the aircraft serving with Czechoslovak Air Force had been manufactured locally. By 1939, the Czechoslovak Air Force had 838 military aircraft available for first-line duty and 170 planes for second-line duty.

One of the most productive Czechoslovak aircraft companies was Avia which had been established in the summer of 1919 in a former sugar mill by two engineers, Pavel Benes and Vaclav Maly. In this primitive facility, these two men created the foundations of Czechoslovak aviation. In the beginning, they manufactured boomerangs, propellers, and gliders. However, early in 1920, the first powered aircraft of Avia design was test flown. This was the BH-EXP which was the first monoplane designed in Czechoslovakia. The BH-EXP, shown the first time at an international aviation exposition in Prague in late 1920, was powered by a water-cooled 30-hp Austro-Daimler engine. It was the first of a series of successful Avia designs.

participate in the 1934 International Air Meet at Vincennes, France. This was a courageous decision since many of the world's greatest aerobatic pilots, including Fieseler, Achgelis, and Detroyat, were competing in this meeting. The job of designing an aerobatic aircraft that could compete with the best aircraft in the world was given to the Avia factory. In the incredible short time of six week, the first aircraft was finished followed twelve days later by the second aircraft. These were Avia B-122 biplanes powered by a Walter Castor II engine of 260 hp. The pilot of the second B-122 received his machine only six day before the air-meet began. Competing with the best aerobatic pilots of the world, Frantisek Novak flew his B-122 the fourth place while the pilot of the second B-122, Ambrus, was awarded eight place. After this triumph, Novak and his B-122 successfully took part in air-meets at Lisbon, Bucharest, and Belgrade.

Despite the good flight qualities of the B-122, the plane was partly handicapped because the power of the Walter Castor engine was insufficient for some of the more exacting acrobatic figures required in international competition. Therefore, in preparation for the air meet at the 1936 Olympic Games in Berlin, the B-122 received a new Avia Rk-17 water-cooled engine of 350-385 hp. The machine also was fitted with flaps on the upper wing to improve its maneuverability. The = modified aircraft was designated the Ba-122.

At the 1936 Olympic Games, a Czechoslovak Ba-122 piloted by Peter Siroky was awarded second place (first place was won by Germany's Hagenburg). In third place was the Ba-122 piloted by Frantisek Novak and a Ba-122 piloted by Ambrus took eight place.

The greatest triumph of the Ba-122 came in the 1937 International Air Meet at Zurich, Switzerland. In the category of solo aerobatics, the Ba122 piloted by Frantisek Novak won first place. Third and fourth places were also won by Czechoslovak Ba-122s. In the category of group aerobatics, the Czechoslovak aerobatic team of three Ba-122 piloted by Novak, Siroky, and Vyborny overcame an Italian team flying Fiat CR.32s. The Ba-122 had a better climb rate and was more maneuverable than the Italian Fiats. An this time, Frantisek Novak was acclaimed as the best aerobatic pilot in the world.

The handling qualities of the Ba-122 were said to be excellent and the pilots liked the type. As a result of these excellent qualities, the Ministry of National Defense placed order with Avia for 35 Ba-122. This production was finished in 1936. At the same time, a further 15 Ba-122 were produced for the Soviet Union.

In 1937, the Avia factory developed a new aerobatic aircraft, the Avia Bs-122. This new type was really a Ba-122 with modified rudder and wings, but still powered by a Walter Castor II engine. The Ministry of National Defence ordered a production series of 45 Bs-122 for the Czechoslovak Air Force training units. This production series was finished in 1937.

The Bs-122 was not the last aerobatic plane manufactured by the Avia factory. In 1937, Avia improved the aerodynamic form of the Ba-122. An Avia Rk-17 engine was encased in a NACA-type cowling and wheels were enclosed in spats. Thus

The Avia B-122

In 1934, the Czechoslovak government decided to par-

modified, the aircraft was designated the Avia Ba222. Only one Ba-222 was manufactured and this was delivered to Bulgaria.

Another specially-built aerobatic type was the Avia Ba-322. This plane was really a Bs-122, but powered with Avia Rk-17 engine. The engine received a Townsend ring engine cowling and the cockpit was enclosed. This aircraft did not achieved any significant success.

The last and best of the acrobatic aircraft types from the Avia factory was the Avia Ba-422. Because the view from the pilot seat of the Ba-122 was not sufficient during low-altitude maneuvers, the center section of the upper wing was brought down and the lower wing was narrowed near the fuselage. So modified, the plane was designated the Avia Ba-422. Only two Ba-422 were built: one machine for Novak and the second machine as reserve.

In 1938, the International Air Meet was scheduled for St. Germain en Laye near Paris, France. This turned out to be the last and greatest air competition between the two best aerobatic pilots in the world: Czechoslovakia's Frantisek Novak and Germany's Hagenburg. At this air meet, Novak and his Ba-422 were awarded 806 points, Hagenburg 785 points, and the French aerobatic ace, Cavalli, 684 points. However, the international jury incorrectly conceded Novak second place, while Hagenburg was given first place.

When the Germans occupied the Czechoslovak Republic early in 1939, they offered Novak a position in the Luftwaffe, but the Czechoslovak ace refused this offer. In August 1939, he escaped from his occupied homeland and made his way to France via Poland. In France, he joined the Armee de l'Air where he trained combat crews. The Czechoslovak pilots trained by Captain Novak were later credited with many air victories during the battle in France and later with the RAF. The Germans offered a reward of 100,000 RM for anyone shooting down Captain Novak, but none of the Luftwaffe fighter pilots achieved this success, for on 27 April 1940, the famous Czechoslovak aerobatic pilot died in the hospital at Neuville, France, after a short illness. He was 38 years of age.

Avia Ba-122 in Slovak Air Force service

On 15 March 1939, the Czechoslovak Republic was dissolved and the B-122s, Ba-122s, and Bs-122 along with most of aircraft of the former Czechoslovak Air Force fell into German hands. The aircraft that were stationed on the territory of Slovakia became the equipment of the newly-formed Slovak Air Force. These included: B-122 c/n 37; B-122 c/n 57; Ba-122 c/n 3; Bs-122 c/n 27; and Bs-122 c/s 44. These planes were transferred to the Training Squadron at Piestany airfield.

When the Germans offered more captured aircraft of the former Czechoslovak Air Force, the government of Slovak Republic aware of the excellent performances of the Avia types, bought more of the Avia aircraft. On 23 July 1940, four Bs-122 and six Ba122 flew to Slovakia from the German airfield at Erding. These were: Bs-122 c/n 11; Bs-122 c/n 12; Bs-122 c/n 37; Bs-122 c/n 39; Ba-122 c/n 7; Ba-122 c/n 13; Ba-122 c/n 15; Ba-122 c/n 17; Ba-122 c/n18; and Ba-122 c/n 26.

Late in 1940, all Ba-122s and Bs-122s were allocated to the Slovak Air Force Flying School at Trencin which was the center for the SAF advanced aerobatic school. In 1941, at this airfield, there was formed an aerobatic team composed of the best aerobatic pilots of the Slovak Air Force. This aerobatic team, lead by Captain Trnka Commander of the SAF Flying School,

consisted of three Ba-122 piloted by Sergeants Lednar, Ondris, and Trchala. Solo aerobatic was performed by Captain Kacka and Captain Trnka, both flying Ba-122.

Performing aerobatic figures only a few feet above the ground lead to tragedy for two of the team pilots. In the summer of 1942, while practicing over Trencin airfield, Sergeant Lednar made a misjudgment only a few feet over the ground. His Ba-122 crashed into a group of Letov S-328 reconnaissance bombers parked in front of a hangar. Sergeant Lednar was killed.

Another Ba-122 crashed at the same airfield in the spring of 1943. Major Lisicky was attempting to land in a dense fog, when he lost his orientation and crashed near the airfield. Major Lisicky escaped with injury, but his Ba-122 was totally destroyed.

A few months later the aerobatic career of another SAF acrobatic aces was ended. During a hazardous acrobatic figure over the airfield at Nitra, Sergeant Ondris crashed his Ba-122 destroying the machine. Ondris was badly wounded and the Ba-122 was transformed into scrap. The machine he was flying was the personal aircraft of Capt. Trnka.

Late in 1943 the rest of SAF Ba-122s and Bs-122s were allocated to the airfield at Tri Duby. During the Slovak National Uprising, which began on 29 August 1944, these aircraft were destroyed by German dive bombers.

This was the end of the career of an aircraft type that represented the high-quality work of the Czechoslovak aircraft industry as well as the aerial mastery of their Czech and Slovak pilots.

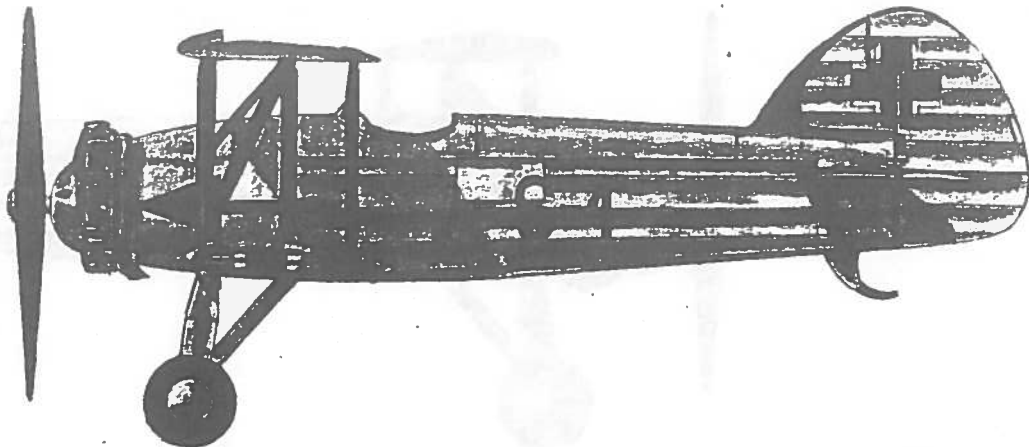
Photos (via author)

- a. The successful Avia B-122 of Frantisek Novak. This machine was powered by a Walter Castor II engine of 260 hp.
- b. The Ba-122 with flaps on the upper wing and an Avia Rk-17 engine of 350 hp.
- c. The triumphant Avia Ba-122 of Frantisek Novak. This machine was powered by a Walter Castor engine.
- d. Famous Czechoslovakian aerobatic pilot Frantisek Novak in the pilot seat of his Ba-122.
- e. A line-up of Ba-122s for Soviet Union. These planes were powered by Walter Castor or Walter Pollux engines.
- f. Avia Bs-122 for Czechoslovak Air Force. Note the modified rudder and staggered wings characteristic of this type.
- g. The sole Avis Ba-222.
- h. Another one-off Avia type was the Ba-322.
- i. The Ba-422 was the last of the successful aerobatic planes manufactured by Avia.
- j. Avia Ba-122 in Slovak Air Force service. The machine was a special-built aircraft, powered by a Walter Castor engine.
- k. Ba-122, c/n 7, code S-1, was the personal aircraft of Captain Trnka, Commander of SAF Flying School. This plane was powered by an Avia Rk-17 engine.
- l. The white and blue sunburst on the wings and the arrow on the fuselage of Capt. Trnka's Ba-122.
- m. A hazardous acrobatic figure performed by Captain Trnka on his Ba-122 during an air show at Trencin. The aircraft on the foreground is a SAF Airspeed Envoy.
- n. Slovak Air Force aerobatic ace Captain Julius Trnka in his famous Ba-122, c/n 7.
- o. Seen here, a moment before take-off, is the Ba-122 of Capt. Trnka at airfield Trencin.

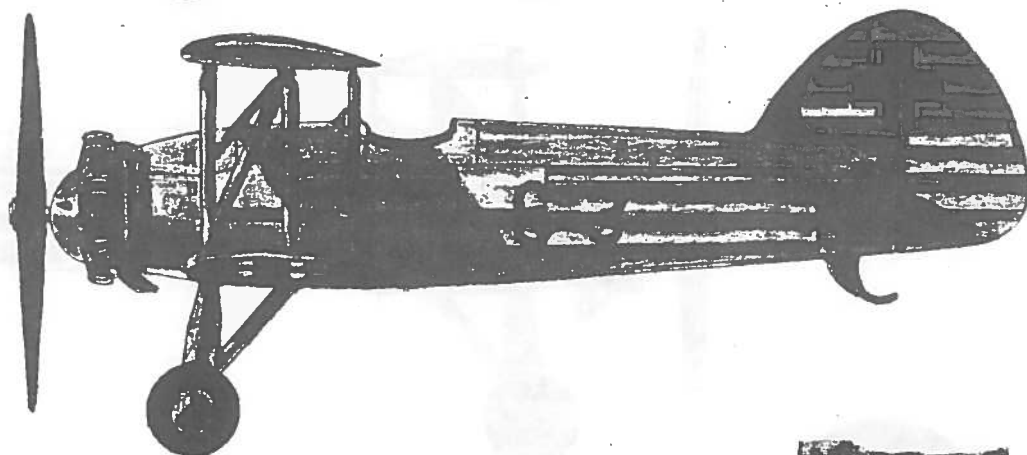
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Avia
BA.122.

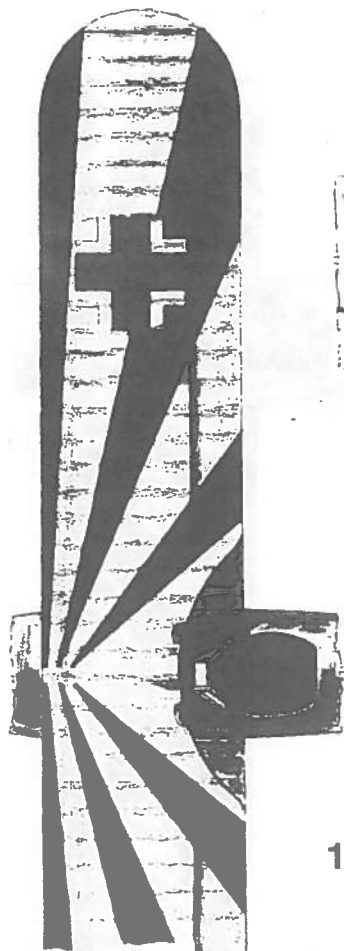
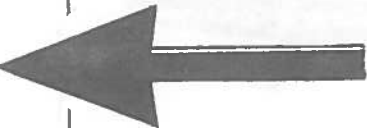
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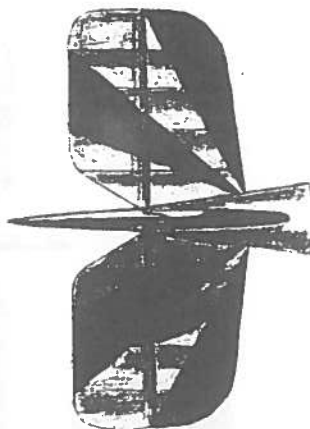
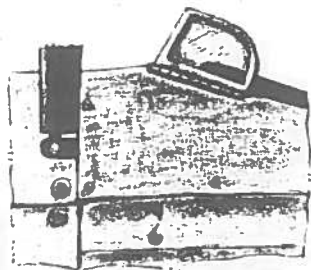
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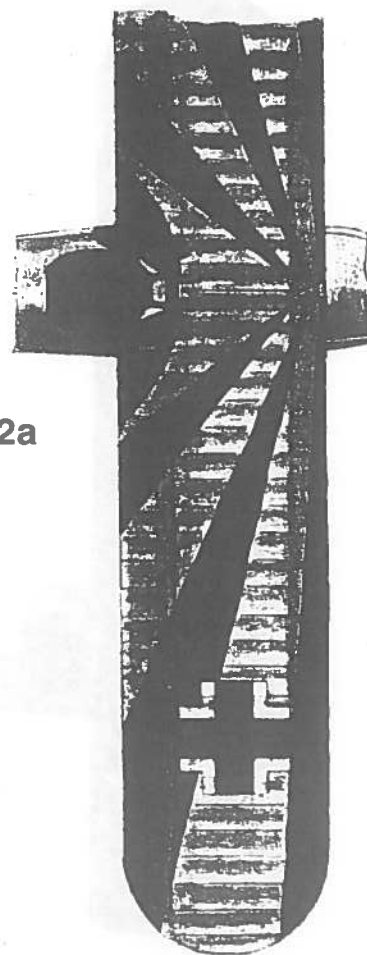
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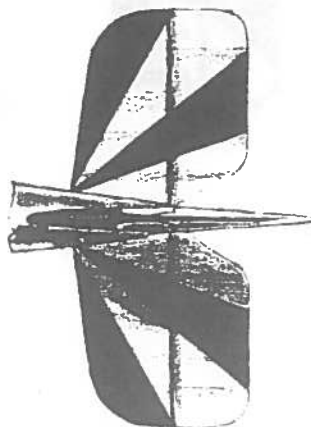
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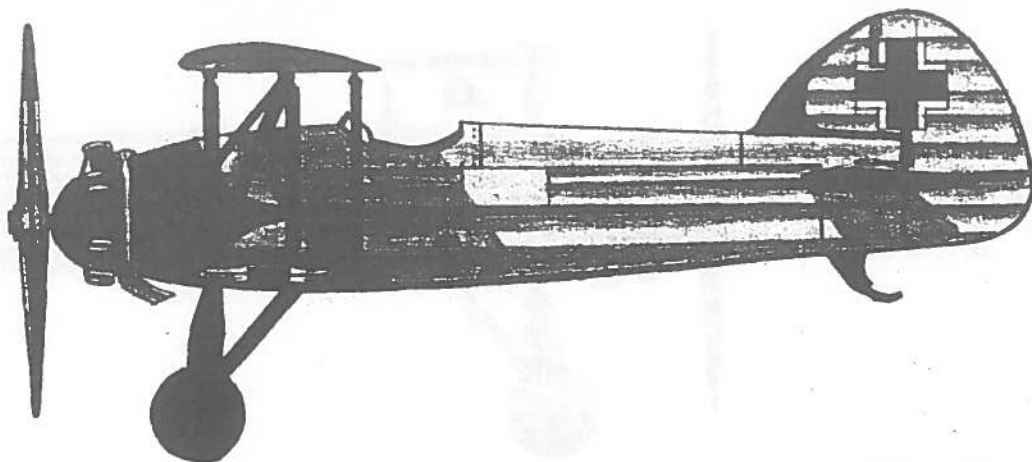
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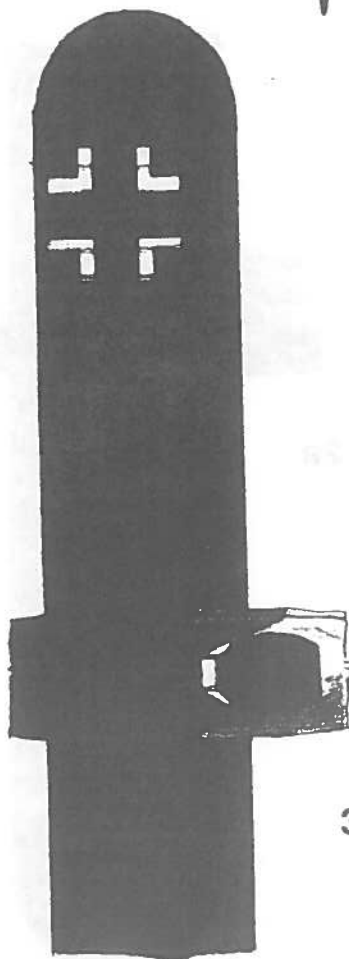
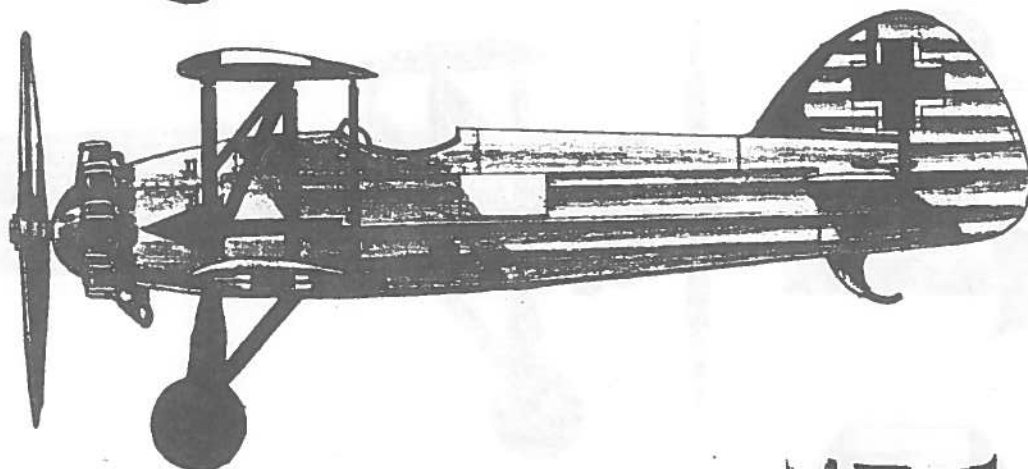
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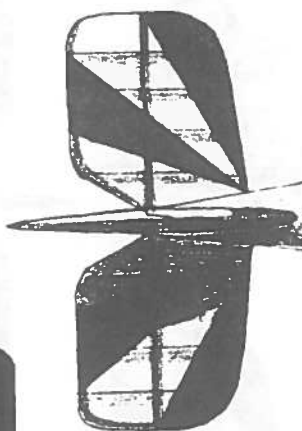
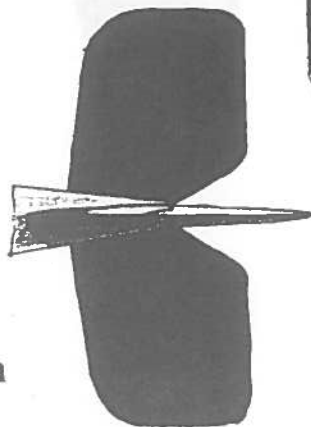
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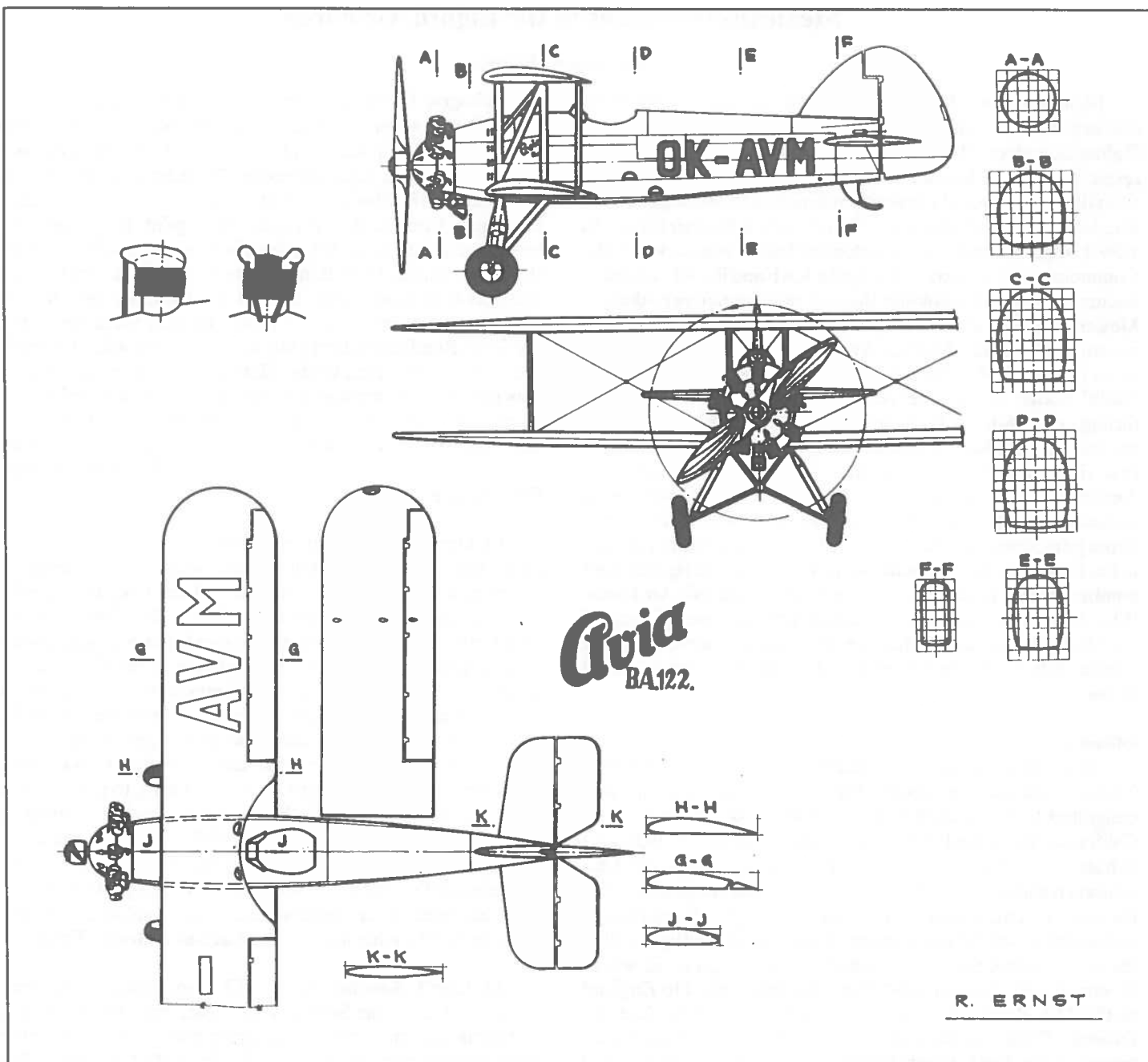


3a



4a





Continued from page 8.

p-q. A game with death. Capt. Trnka performs at low-level with his Ba-122 over airfield Trencin.

r. Death of an aerobatic ace. The Ba-122 of Sgt. Lednar after crashing among parked S-328 at airfield Trencin.

s. The end of the famous Ba-122, code S-1, the personal machine of Capt. Trnka, after Sgt. Ondris crashed it at Nitra.

Drawings [Editor's note: Color xerox copies of these drawings can be obtained by sending the editor \$3.00.]

1 & 1a. Avia Ba-122, c/n 7, in Slovak Air Force service. The machine was the personal aircraft of Captain Trnka, Commander of the Slovak Air Force Flying School based at airfield Trencin in 1942. The white-blue sunburst on the upper wing and the arrow on the fuselage were characteristic for the personal aircraft of the leader of the SAF aerobatic team of Ba-122s.

1b. This detail shows of the forward fuselage of Ba-122, c/n 7, code S-1.

1c. A detail showing the arrow on the fuselage of the Ba-122.7, code S-1. The arrow consisted of three colors: white, blue, and red, representing the national colors of Slovakia.

2 & 2a. Another Ba-122 of the SAF aerobatic team based at airfield Trencin. Pilot: Sgt. Lednar. Note that the sunburst on the upper wing was only in blue (without white) and the arrow did not finish in a point. The other two Ba-122 of the aerobatic team (codes S-2 and S-4) were painted in a similar style.

3 & 3a. A Walter-Castor-II powered Ba-122 of SAF. The red upper wing indicates that this machine was specially built for air meets.

4 & 4a. This combination of red and yellow was characteristic of the Ba-122 of the SAF aerobatic ace Captain Kacka. This machine, powered with Avia Rk-17 engine, was based at airfield Trencin in 1942.

Mexican-Americans in the Eighth Air Force

Santiago A. Flores

[Author's Note: In 1972 I started my research on Mexican military aviation with a special emphasis on the 201st Mexican Fighter Squadron, the unit that fought as Mexico's official representation in the liberation of the Philippine Islands in 1945. Over the years, I would run across references to Mexican air men who had served with the USAAF and other Allied air forces. In 1989, I began to investigate the stories of those who served in the Commonwealth air forces, mostly the RAF and RCAF, and have documented many including the son of a former president of Mexico. Finally, about two years ago, I decided to ask the question: Did many Mexican-Americans or Mexican nationals serve in the 8th Air Force? Was I surprised! After running a "Help" notice in the "8th Air Force News" and researching through every 8th Air Force unit book that I could get my hands on, and with the help of former 8th Air Force people, I have at this time collected more than 370 names of Mexican-Americans/Mexican nationals who served in capacities from command pilots to ground radio operators and maintenance depot personnel, and this covers only the heavy bomber groups in the 8th Air Force. I would like to hear from the fighter, light bomber, photo, rescue, and weather units of the 8th Air Force. What follows is a selection of biographical sketches of some of the Mexican Americans/Mexican nationals who served with the wartime 8th Air Force. I hope that this will not be the last word on the subject.]

Officers

Capt. Roberto Leon Cardenas Jr. was born in Merida, Yucatan, Mexico, in March 1920, of Mexican parents who emigrated to the United States, coming to live in San Diego, California. He joined the Army National Guard in 1939 as a Private in the Coastal Artillery. In 1940, he commenced his aviation training and, in July 1941, received his wings along with the rank of 2nd Lieutenant, Army Air Corps. He served in various jobs until he was appointed director of the flight unit at the experimental engineering laboratory at Wright Field, where he served until January 1944. Cardenas was posted to England to the 44th Bombardment Group, 14 Combat Wing, 2nd Air Division, flying the Consolidated B-24 Liberator bomber, assigned to the 506th Bomb Squadron at Shipham. On his 23rd combat mission (March 18 1944) he was the command pilot aboard B-24J-65-CO, s/n 42100073, named "Sack Artist" (67th Bomb Sqdn and crew) which was hit by flack on a mission to Friedrischafen, Germany. Since return to England was out of the question, the crew bailed out over Swiss territory. He evaded internment by escaping into France, where he joined the resistance and met the Allied forces in Paris. Capt. Cardenas returned to the United States, where his postwar career included involved the Bell X-1 project; he was the B-29 pilot for Chuck Yeager's historic flight. He also worked on the XB-49, XB-43, XB-45, and XB-46 bomber projects. He returned to combat in the Vietnam War as commander of the 18th Tactical Fighter Wing, flying the Republic F-105D Thunderchief fighter bomber. He retired from the Air Force with the rank of Brigadier General and is presently living in San Diego, California.

Lt. Luis Coppola Bonilla was born in the state of Sonora, Mexico. He joined the USAAF in 1942 and received his training

at Muskogee, Oklahoma, Coffeyville, Kansas, and finally Victoria, Texas. After receiving wings, he was posted to flight instructor school at Randolph Field, Texas, and then returned to Coffeyville as a flight instructor. Wishing to serve overseas, he requested transfer to any unit going overseas and was sent to Dyesburg, Tennessee, to train as a B-17 pilot. In January 1945, he ferried a B-17 to the UK where He was assigned to the 526th Bomb Squadron, 379th Bombardment Group, 1st Air Division, 41st CBW at Kimbolton. Second Lt. Coppola flew his first combat mission on January 20, 1945. He flew fifteen more with the 526th Bomb Squadron until March 7, 1945, when he and his crew were transferred to the 525th Bomb Squadron where he flew twenty more combat missions and was promoted to First Lieutenant. After the war, he returned to Mexico to fly commercial charter in Baja California and becoming the owner of two well-known hotels: the Los Arcos at La Paz and the Hotel Finistierra at Cabo San Lucas.

Lt. Omar N. Gonzalez hails from San Antonio, Texas. He joined the Army Air Corps in 1941 and was trained as navigator, receiving his wings and commission in June 1942. He served as group navigator for the 100th Bomb Group, 3rd Bomb Division, 13th CBW, at Thorpe Abbots, England. On his eight combat mission (November 5 1943) on a mission to the Gelsenkirchen synthetic oil installation, his aircraft was shot down. At first he was listed as killed in action. However, he had bailed out, but was so badly injured on landing that he was paralyzed for three months, and it was another three months before he was able to walk. He was sent to Barth POW camp. There, to pass the time, he taught Spanish to his fellow prisoners and to a couple of German officers. (I wonder if any of these officers made new homes in Argentina after the war?) He was liberated in 1945, returning to Texas to marry his sweetheart. His postwar employment has been in the manufacture of kites and as an inventor. He is presently living in retirement in San Antonio, Texas.

Lt. Luis T. Sanchez. Born in El Paso, Texas, November 4, 1921. His father was born in Zacatecas, Zac. Mexico and his mother in Clifton Arizona. His family had come to the United States to escape the Mexican revolution of 1914. In 1939, to help pay his college tuition, he enlisted in the Texas National Guard serving in Company E, 141st Regiment, of the 36th Infantry Division and earning the rank of Corporal. After two years, he transferred to the Army Air Corps and was accepted for pilot training at Nashville, Tennessee. However, he washed out in basic training and was sent to bombardier school at Houston, Texas. After graduating as a 2nd Lt., he was posted overseas with the 63rd Bomb Squadron, 401st Bomb Group, 1st Air Division, at Deenthorpe, England, arriving in November 1943. He flew combat missions from December 1943 to January 1944, completing 31 combat missions against targets in Germany and Northern France including the Normandy landings and the first daylight bombing of Berlin. He formed part of the crew of Lt. Lawrence Fitchell whose Boeing B-17 Flying Fortress carried the name "Fitch's Bandwagon", a name adopted from a popular radio program from the United States. After the war he finished his education at Texas College of Mines and Metallurgy and then worked as a mining surveyor in Mexico and South America.

He retired in 1979 as a Hydrologic Engineer in the city of Los Angeles, California, later moving to Albuquerque, New Mexico, where he is currently living in retirement.

2nd Lt. Jesus de la Garza. Born in El Paso, Texas, in 1916, of Mexican parents. He served a stint in the US Army and had been discharged before Pearl Harbor was bombed in December 1941. To avoid being drafted back into the Army, he enlisted in the Army Air Corps in Douglas, Arizona. Accepted for pilot training, he was sent to school at Emporia, Kansas, San Antonio, Texas, South Dakota, and Lubbock, Texas, where he graduated and was commissioned as a 2nd Lieutenant. He served in the 734th Bomb Squadron, 453rd Bomb Group, 2nd AD, 2nd CBW at Old Buckenham, a Consolidated B-24 Liberator Group. He served as a copilot in the crew of 1st Lt. George Matecko and completed 18 combat missions including the April 7, 1945, mission to Luneburg, Germany, where the nose gunner, S/Sgt. William Adler, claimed the destruction of a Me-262 jet fighter. Lt. de la Garza is currently living in California.

Gunners/Air Crew

T/Sgt. Sator "Sandy" Sanchez was born in Joliet, Illinois, in 1922. At age 18, he joined the Air Corps, where he was trained as an aerial gunner. He was assigned to the 334th Bomb Squadron, 95th Bomb Group, 3rd Air Division at Horham, Suffolk, as a tail gunner of Boeing B-17F-BO, s/n 4229943 "Situation Normal". During an October 10, 1943, mission to Munster, Germany, he claimed the destruction of one Bf-109 and a Ju-88 twin-engine fighter, to win the Silver Star. Sgt. Sanchez eventually completed his normal tour of duty, but volunteered to stay on. He completed 44 combat missions (1), claimed six enemy aircraft destroyed, and was the only 8th Air Force crew member to have a B-17 named after him: B-17G-BO, s/n 42-97290, "Smilin' Sandy Sanchez", so named in March 1944. (This B-17G would complete 23 missions before being shot up over Berlin on May 9, 1944, crash landing in Sweden where the crew survived and was interned). Sergeant Sanchez returned to the United States in June 1944 only to be sent to Italy in November. He was killed in action over Germany on his 22nd combat mission, on March 15, 1945, while assigned to the 353rd Bomb Squadron, 301st Bomb Group, 5th Bomb Wing, 15th Air Force, based at Lucera, Italy. As a top turret gunner/engineer on Boeing B17G-VE s/n 42-97683, he was the only member of the crew who was killed on that mission. His remains were never found, since the crash site was in the future East Germany. An effort to recover his remains is currently being undertaken by relatives and former crew members. Sgt. Sanchez' decorations include the Silver Star, Distinguished Flying Cross, Soldiers Medal, Air Medal with ten oak-leaf clusters, and the Purple Heart, making him one of the most highly decorated air crew members of the 8th Air Force.

Sgt. Alexandro Cardenas Carranza was born in September 1922 at Piedras Negras, Coahuila, Mexico. His family later moved to Corpus Christi, Texas, where he studied at Del Mar College before joining the Air Corps in 1942. He was trained as an aerial gunner and joined a group assigned to the 754th Bomb Squadron, 458th Bomb Group, 2nd Air Division at Topeka, Kansas. This replacement group joined the 458th BG in May 1944 at Horsham St. Faith. Sergeant Cardenas was assigned as nose gunner and assistant crew chief. His crew's first mission was

on June 6, 1944, in support of the D-Day landings. On their third mission, June 18, 1944, to Fassbergh, Germany, their bomber B-24H(DT)-10 s/n 41-28733 "Rhapsody in Junk" was shot down near Kiel, Germany. The crew bailed out; all were taken prisoner except for the top turret gunner, who was possibly killed on the ground by angry civilians. Sgt. Cardenas spent the rest of the war at Stalag Luft #4 near the port of Stettin on the Baltic. During his time as a prisoner, he taught Spanish to Fellow POW's and met S/Sgt. Felipe E. Muzquiz of Coahuila, Mexico, a ball-turret gunner of the 551st Bomb Squadron, 385th Bomb Group, 3rd AD (Boeing B-17G), who had been shot down over France on June 12, 1944. Because of the advance of the Red Army, the camp was evacuated and the prisoners were moved to Luxembourg, where they were liberated by the British Army. After his return to the United States, Sgt. Cardenas was accepted for pilot training in the Air Force and eventually received his wings. He returned to Mexico to fly first commercial and then private and charter work and was also involved in the sale of aircraft. He would accumulate 15,200 flight hours, which would earn him "Emilio Carranza" medals for 10,000 and 15,000 flight hours. He is currently living in retirement at Torreon, Coahuila.

Sgt. Leo Mercado was born in 1922 in the town of Teacapan, Sinaloa, Mexico. In 1943, when he was inducted into the United States Army, he was a resident of San Francisco, California. He was trained as an aerial gunner at the Army Air Force Base, Las Vegas, Nevada. Later, he joined the crew of "Tagalong", a Boeing B-17 which was eventually assigned to the 525th Bomb Squadron, 379th Bomb Group, 1st Air Division, based at Kimbolton. Sgt. Mercado was assistant radio operator and left waist gunner from December 1943 to March 1944. This crew completed 26 combat missions before being ordered back to the United States in April 1944. Sgt. Mercado is presently living in Wilmington, California.

Sgt. Clemente M. Barboza Jr. was born in San Antonio, Texas, in June 1924. He graduated from Lanier High School in May 1942. He was an ROTC officer and ambitious to be a pilot, but because of an accident that affected his eyesight, he became an aerial gunner. He joined the USAAF in 1942 and trained with the 487th Bomb Group at Alamogordo, New Mexico. There, he joined the B-24 crew of 2nd Lt. Ernest E. McCoy as a replacement gunner. Sgt. Barboza was the ball turret gunner of the crew assigned to the 838th Bomb Squadron, 487th Bomb Group, 3rd Air Division, at Lavenham. During their mission on May 11, 1944, to Chaumont, France, their Consolidated B-24H "Sky Wolf" s/n 42-52444 was hit by anti-aircraft fire and burst into flames. Going down, the plane exploded in midair. (Only S/Sgt. Harold E. Owens, the flight engineer, was thrown clear, suffering burns on his face and body. He evaded capture for a while, but was eventually captured, spending the rest of the war as a prisoner.) Sgt. Barboza's body was found in the ball turret buried in the ground. He is buried at the American cemetery at Epinal, France.

Ground Personnel

M/Sgt. Jose R. Ramirez was born in Bowie, Arizona, of Mexican parents in May 1915. He is one of the fabled crew chiefs of the 8th Air Force where he took care of Consolidated B-24H-10-FO s/n 42-52534 "Witchcraft" assigned to the 790th Bomb Squadron, 467th Bomb Group, 2nd Air Division, based at Rack-

heath. His ground crew could be called a "league of nations". It included S/Sgt. George Dong, Chinese; Sgt. Raymond Belcher, a Dutchman; Cpl. Joseph Veller, a German; and Cpl. Walter Elliot, an American. Sgt. Ramirez devotion to duty has been mention in various books and articles about the 8th Air Force. For example, in "The Mighty Eight", Roger A. Freeman writes: "The Pride of the 467th Group at Rackhealth was "Witchcraft". This B-24H had flown on the Group's first operation in April 1944 and, in the care of M/Sgt. Jose Ramirez, continued to complete operations with near mechanical perfection. One of her pilots, Lt. John Oder said of Ramirez: 'Joe was totally devoted to his aircraft. She was kept immaculate. To him a minor oil leak was a major disaster'. Ramirez attention was no doubt instrumental in this aircraft becoming the first B-24 in the Eight to fly 100 missions without an abort" Not only was M/Sgt. Ramirez devoted to his aircraft, but also for the comfort of his maintenance team, for whom he had a wooden shed built next to the hardstand thereby eliminating the long walk back to the barracks after a hard working day. After the end of the war "Witchcraft" was flown home, were after a short time it was declared surplus and disposed of on October 3, 1945. For his services, Sgt. Ramirez received the Bronze Star with oak cluster. He is currently living in Whittier, California.

Sgt. Faustino Garcia came from Reynosa, Tamaulipas, Mexico. He was assigned with Sgt. William L. Temple to the 92nd Bomb Group, 1st Air Division, based near the town of Poddington. They were assigned as radio operators for the base direction finding radio station 5MP. Both had been trained by British and American experts on the use of the Marconi unit. After the war, Sgt. Garcia returned to Mexico, where he was married. He is possibly living south of Mexico City.

Sgt. Raymond Espinoza belongs to another group of unsung heroes of the 8th Air Force. As their teammates, the ground crews who serviced the aircraft at squadron level, Sgt. Espinoza served in the 444th Sub Depot, 303rd Bomb Group, 1st Air Division at Molesworth. He was an aircraft engine mechanic who worked at the engine shop in the removal and replacement of battle damaged engines. On his off time, he played the drums with the base dance band, the "Rhythm Pilots". He served three years in the European Theater of Operations. He is presently living in Redlands, California.

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Footnote (1). M/Sgt. Hewitt T. Dunn, a bombardier/gunner of the 569th Bomb Squadron, 390th Bomb Group (B-17) from December 1943 to April 1945, completed a record 104 combat missions in the 8th Air Force. Major Robert Rosenthal, commanding officer of the 418th Bomb Squadron, 100th Bomb Group, completed two tours totaling 52 combat missions, pos-

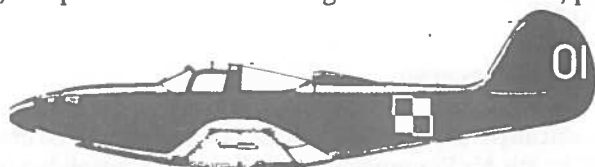
sibly the highest for an officer in the 8th Air Force.

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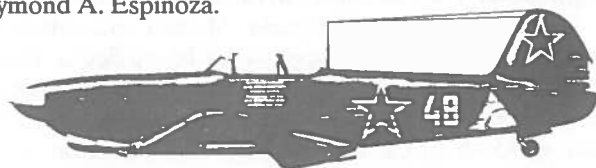
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Acknowledgements

The author would like the following people for their time and help in the preparation of this article: B/General Roberto Leon Cardenas USAF (Ret), Capt. Luis Coppola Bonilla, Lt. Omar N. Gonzalez, Mr. Dan Murphy, Capt. Alexandro Cardenas Carranza, Sr. Manuel Ruiz Romero, Mr. Rick Rokicki (458th BG Asso.), Sr. Leo Mercado, Mrs. Adelina Moralez, Mr. Harold E. Owens, M/Sgt. Jose R. Ramirez, Mr. William L. Temple, Mr. Luis T. Sanchez, Mrs. Emma Keefas, and Raymond A. Espinoza.



Aeracobra '01', the only one that flew in Polish markings, was the personal mount of the C-in-C Polish Air Force, Soviet General Teodor Polynin, summer 1947. (In-Tech Decals)



Yak-1M '48' of Air Regiment Warszawa in 1943 flown by Capt. Medard Konieczny. Inscription: "From Polish patriot prof. Wolf Messing to Polish Fighter pilot." (In-Tech Decals)

Serial Numbers of RF-84F in U.S. Allies Service

Part 6: Luftwaffe

W. Yip

Luftwaffe After the new West German Air Force (Luftwaffe) was reborn in September 1956, large number of military aircrafts were transferred from the U.S. Between early 1957 and 1960, 108 RF-84Fs were transferred to the Luftwaffe of which 55 were supplied in 1957 under MDAP and 53 ex-USAF RF-84Fs were supplied between 1959 and 1960 under MAP. Also, according to Ref 8, an additional batch of 165 RF-84Fs were ordered (USAF serial 57-6552 to 57-6716) but was later cancelled. The early batch of RF-84Fs served with Waffenschule (Air Weapon School) WS-50 with the code "BD". In September 1959, these RF-84Fs were transferred to the newly formed Aufklärungsgeschwader (AKG) 51 (Photo-reconnaissance Wing 51). Another photo-reconnaissance wing AKG 52 was formed in December 1959 to accomodate the rest of the RF-84Fs supplied from the U.S. Each photo-reconnaissance wing was comprised of 3 staffeln (squadrons). The nominal strength of the 1st and the 2nd staffel was 18 but the actual number of RF-84F was higher. The 3rd staffel had only a few RF-84Fs assigned for training purpose. The code applied to the RF-84Fs in AKG51 was "EA" and in AKG52 was "EB". Starting in 1964, the aging RF-84Fs were gradually replaced by RF-104G. These RF-104Gs were also coded EA-101, EA-102 etc. In order to avoid any confusion, the first number of the 3-digit number of the RF-84Fs from the 1st and the 2nd staffel was recoded from "1" or "2" to "3". For example, EA-104 was changed to EA-304 and EA-251 was changed to EA-351. In Luftwaffe service, they were initially in bare metal but camouflage was applied in 1959. The Luftwaffe code was applied to the side of the fuselage ahead of the air intake. "Luftwaffe RE-84F" and the USAF serial number could be found on the tail fin right below the German flag. However, the size of the letters was so small that it could not be recognized from a distance. All the RF-84Fs were retired in 1966. Some of the surplus RF-84Fs were transferred to Greek AF (8) and Belgian AF (4). Some were preserved and most were scrapped. Ref 15 has the Code tied-up of the German AF RF-84Fs.

51-17041 MAP	
51-17042 MAP	w/o 8/62
52-7290 MAP	
52-7291 MAP	
52-7292 MAP	
52-7293 MAP	w/o 10/61
52-7295 MAP	
52-7309 MAP	
52-7310 MAP	
52-7313 MAP(Note10)	w/o 8/62
52-7315 MAP	
52-7316 MAP	
52-7317 MAP	
52-7342 MAP	w/o 4/65
52-7343 MAP	
52-7345 MAP	
52-7346 MAP	
52-7347 MAP	
52-7350 MAP	
52-7355 MAP	
52-7356 MAP	
52-7358 MAP	
52-7359 MAP	
52-7361 MAP	w/o 6/63
52-7364 MAP	w/o 8/62
52-7365 MAP	
52-7371 MAP	
52-7373 MAP	
52-7375 MAP	
52-7377 MAP	
52-7379 MAP	
52-7381 MAP	
53-7564 MDAP	
53-7575 MDAP	to Greek AF
53-7582 MDAP	
53-7619 MDAP	
53-7641 MDAP	
53-7643 MDAP	
53-7644 MDAP	to Belgian AF as FR-31
53-7645 MDAP	w/o 11/64
53-7646 MDAP	to Belgian AF as FR-32
53-7650 MDAP	
53-7652 MDAP	
53-7653 MDAP	
53-7654 MDAP	
53-7655 MDAP	
53-7656 MDAP	
53-7657 MDAP	w/o 6/59
53-7658 MDAP	to Belgian AF as FR-33
53-7659 MDAP	
53-7660 MDAP	to Greek AF
53-7661 MDAP	
53-7662 MDAP	
53-7663 MDAP	
53-7664 MDAP	
53-7665 MDAP	to Greek AF
53-7667 MDAP	w/o 12/65
53-7668 MDAP	w/o 3/63
53-7669 MDAP	
53-7671 MDAP	
53-7672 MDAP	
53-7673 MDAP	
53-7674 MDAP	
53-7675 MDAP	
53-7676 MDAP	to Greek AF
53-7677 MDAP	to Belgian AF as FR-34
53-7678 MDAP	
53-7679 MDAP	
53-7680 MDAP	w/o 3/63
53-7681 MDAP	

USAF serial	Remarks
51-1841 MAP	w/o 4/60
51-1862 MAP	
51-1869 MAP	
51-1887 MAP	
51-1888 MAP	w/o 6/61
51-1894 MAP	
51-1911 MAP	
51-1913 MAP	
51-1923 MAP	
51-1933 MAP	
51-17003 MAP	
51-17004 MAP	
51-17005 MAP	
51-17006 MAP	
51-17007 MAP	
51-17009 MAP	
51-17010 MAP	
51-17011 MAP	to Greek AF
51-17013 MAP	
51-17021 MDAP	
51-17037 MAP	
51-17038 MAP	

53-7682 MDAP to Greek AF
 53-7683 MDAP to Greek AF
 53-7684 MDAP
 53-7685 MDAP w/o 5/61
 53-7686 MDAP
 53-7687 MDAP
 53-7688 MDAP
 53-7689 MDAP
 53-7690 MDAP
 53-7691 MDAP
 53-7692 MDAP

53-7693 MDAP
 53-7694 MDAP w/o 5/64
 53-7695 MDAP w/o 12/65
 53-7696 MDAP
 53-7697 MDAP w/o 8/59

Note 10: Individual Aircraft Record Card indicates that 52-7313 was not transferred to MAP but to USN. It is suspected that 52-7344, an ex-USAF RF-84F which was transferred to MAP in 8/60 may have been transferred to WGAF..

APPENDIX I

Allocation of RF-84Fs to the Allied Nations

Nation	MDAP	MAP	Other	Total	Remarks	*1	-	-	-	5 -to Denmark 64 6+ -to Turkey funded for French AF. w/o before the transfer.
Netherland	20	-	-	20	1st batch 55-56	Rep. of China	19	-	-	19 1st batch 56
	-	4	-	4	2nd batch 58	(Taiwan)	1	-	-	1 2nd batch 57
							-	5	-	5 3rd batch 58
Denmark	10	1	-	11	1st batch 57-58					
	-	7	-	7	2nd batch 62-63					
	-	-	5(ex-French)	5	3rd batch 64	Greece	21	-	-	21 1st batch 56
							-	4	-	4 2nd batch 58
Belgium	20	4	-	24	1st batch 55-59				2(ex-Neth)	2 from Netherland
	-	6	-	6	2nd batch 63-64				8(ex-Luft)	8 from Germany
	-	-	4(ex-Luft)	4	3rd batch 65					
Norway	19	-	-	19	1st batch 56-57	Turkey	14	23	-	37 1st batch 57
	-	4	-	4	2nd batch 58		-	2	-	2 2nd batch 58
	-4	-	-	-4	diverted to France 58		-	-	15(ex-Neth)	15 from Netherland
	-	-	3(ex-French)	3	from France 58		-	-	6(ex-French)	6 from France
	1	1	1(ex-French)	3	received 58	Italy	57	-	-	57 1st batch 56
	-	-	6(ex-French)	6	from France 63		-	20	-	20 2nd batch 58
							-	-	9(from France)	9 diverted from France.
France	89	-	-	89	delivered 56-57					
	-	4	-	4	from Norway 58	Germany	55	-	-	55 1st batch 57
					9 -diverted to Italy		-	53	-	53 2nd batch 59-60
					4 -to Norway 58					
					6 -to Norway 63	Total	327	134		

APPENDIX II

Serial Numbers of all the RF-84Fs produced

USAF serial	Quantity	Model	52-7308/7318	11	RF-84F-25-RE
51-1828	1	YRF-84F-RE	51-17037/17042	6	RF-84F-25-RE
51-1829/1831	3	RF-84F-1-RE	52-7340/7451	12	RF-84F-25-RE
51-1833/1838	6	RF-84F-1-RE	51-1832	1	RF-84F-25-RE
51-1839/1873	35	RF-84F-5-RE	52-7355/7377	23	RF-84F-25-RE
51-1874/1938	65	RF-84F-10-RE	52-7279/7286	8	RF-84F-26-RE
51-1939/1948	10	RF-84F-15-RE	52-7296/7307	12	RF-84F-26-RE
51-1950/1956	7	RF-84F-15-RE	51-17016/17036	21	RF-84F-26-RE
51-11251/11252	2	RF-84F-15-RE	52-7319/7339	21	RF-84F-26-RE
51-11255/11256	2	RF-84F-15-RE	51-17043/17058	16	RF-84F-26-RE
51-11258/11294	37	RF-84F-15-RE	52-7352/7354	3	RF-84F-26-RE
51-1949	1	RF-84F-16-RE	52-7378/7385	8	RF-84F-30-RE
51-1957/1958	2	RF-84F-16-RE	52-7406/7432	27	RF-84F-30-RE
51-11250	1	RF-84F-16-RE	52-7386/7405	20	RF-84F-31-RE
51-11253/11254	2	RF-84F-16-RE	52-7433/7472	40	RF-84F-31-RE
51-11257	1	RF-84F-16-RE	52-7473	1	RF-84F-35-RE
51-11295/11296	2	RF-84F-20-RE	53-7521/7532	12	RF-84F-35-RE
52-7234/7235	2	RF-84F-20-RE	52-7474/7475	2	RF-84F-36-RE
52-7244/7278	35	RF-84F-20-RE	52-8717/8766	50	RF-84F-36-RE
51-11297	1	RF-84F-21-RE	53-7533/7558	26	RF-84F-40-RE
51-16996/17002	7	RF-84F-21-RE	53-7591/7616	26	RF-84F-40-RE
52-7229/7233	5	RF-84F-21-RE	53-7584/7590	7	RF-84F-41-RE
52-7236/7243	8	RF-84F-21-RE	53-7559	1	RF-84F-41-RE
51-17003/17015	13	RF-84F-25-RE	53-7634/7640	7	RF-84F-45-RE
52-7287/7295	9	RF-84F-25-RE	53-7560/7583	24	RF-84F-46-RE
			53-7617/7633	17	RF-84F-46-RE
			53-7641/7697	57	RF-84F-46-RE

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NOTE: Good Color Profiles of RF-84F can be found in Volume 14 #4 (April 1978) of AIR INTERNATIONAL magazine.

GENERAL NOTE: Much of the serial # information about RF-84F in US allies service has been published before. Some are well documented but some are sketchy as best. This is particularly true for those supplied to Greece and Turkey. Most of the serial # information in this article is derived from the Individual Aircraft Record Cards and should be considered accurate. However, some of the information derived from the Record Cards conflict with other reliable sources. Whenever conflict arises, the author tries to bring it to the attention of the readers in the form of footnote. The author welcomes any comment and correction to this article.

W. Yip (SAFCH #1421), 535 Diana Place Arroyo Grande, CA 93420, USA.

Republic of China F-84G Serials

"In the process of looking in USAF records for the serial # of the F-84G Thunderjets supplied to the Republic of China Air Force, I was also able to identify the serial #s of 31 Thunderjets supplied to Thai Air Force in 1957. Most aviation books/magazines reported that 30 Thunderjets were supplied. I do not think there is enough info for an article in SAFO, but I thought might be included in the Letter-to-the-Editor section. Hopefully, there might be some readers that can make use of the serial # information to come up with a more complete article on the Thunderjets in service with the Thai Air Force.

"In late 1956 (11/56), the first batch of 13 F-84Gs was supplied to Thai Air Force. In the summer of 1957 (July/August), the second batch of 18 F-84Gs was delivered. The first batch of F-84Gs was ex-Belgian, ex-French, and ex-Italian AF F-84Gs. The second batch of F-84Gs was ex-USAF machines. They served 12 Squadron at Don Muang and 43 Squadron at Ta Khli. The Thai AF had its own aircraft designation and coding system. For the F-84G Thunderjet, the corresponding Thai AF aircraft designation was BK.16. The Thai AF also applied its own 4 digit codes. The first 2 digits represented the squadron # and the last 2 digits represented the number assigned to individual aircraft. I do not have any information when these Thunderjets were retired and what were their final dispositions."

1st batch of 13 supplied in late 1956 (11/56)

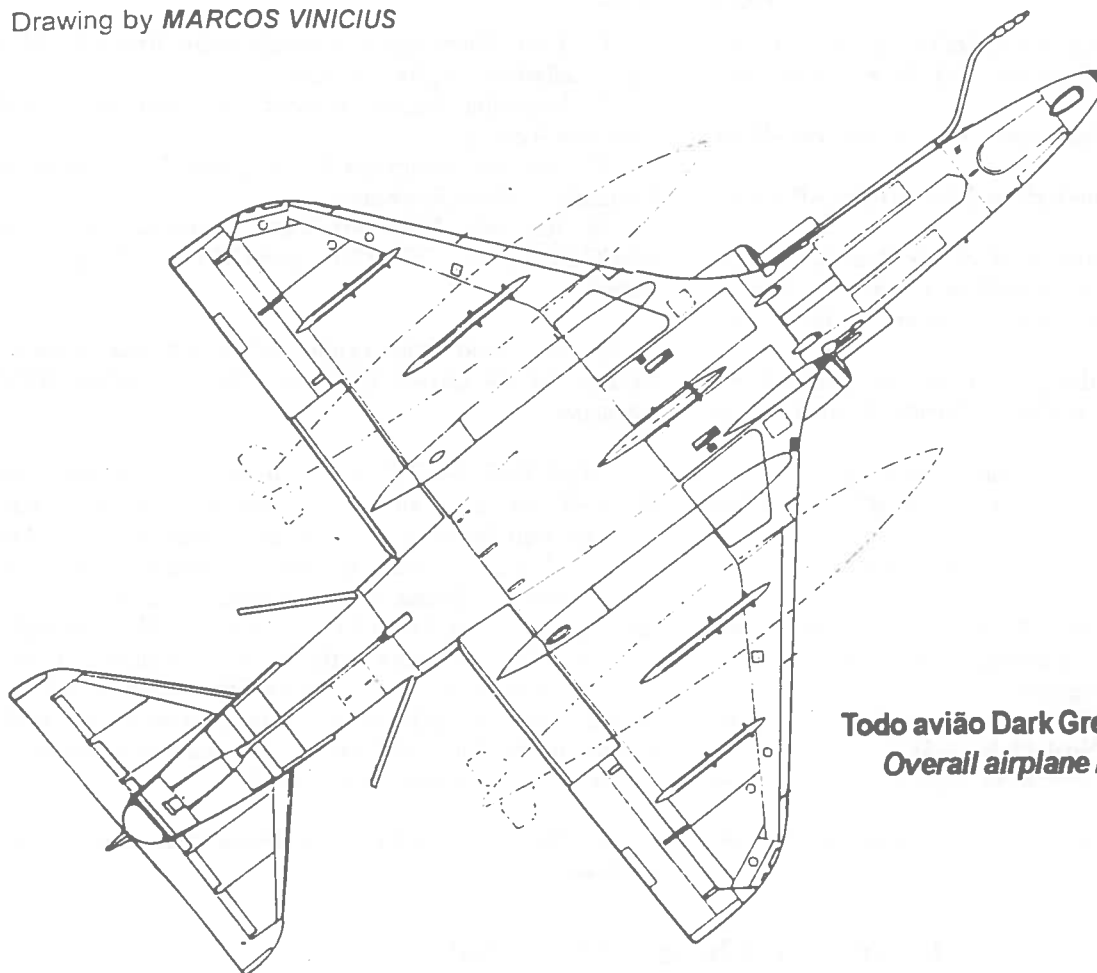
USAF serial	RTAF code	Remarks
51-9678	1231	ex-Belgian
51-9702	?	ex-Belgian
51-9764	?	ex-Belgian

51-9839	1216	ex-Belgian
51-9921	?	ex-Italian
51-9923	?	ex-Belgian
51-10236	?	ex-Belgian
51-10540	?	ex-French
51-10552	?	ex-French
51-10582	4314	ex-French
51-10851	1223	ex-Italian
51-10984	?	ex-French
51-11000	?	ex-French

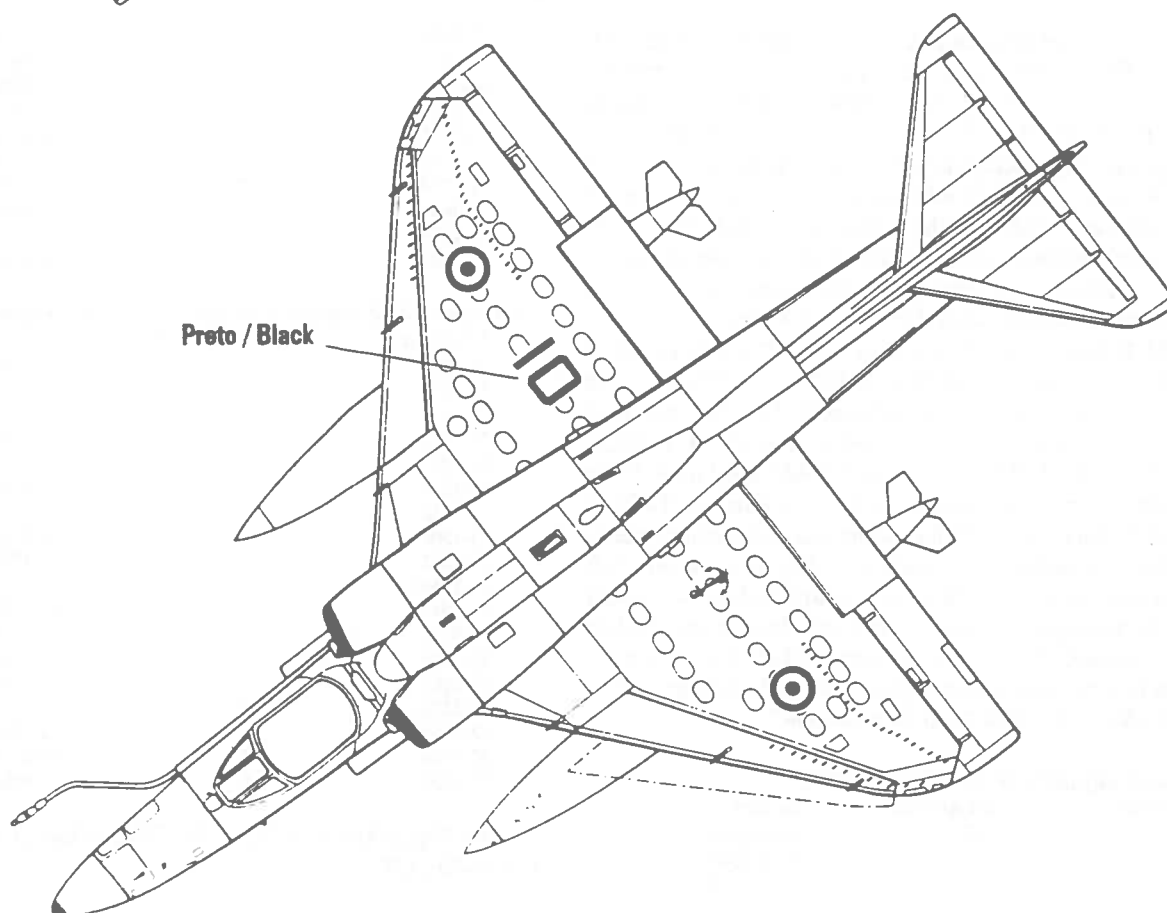
2nd batch of 18 supplied in mid 1957 (July/August 1957).

USAF serial	RTAF code	Remarks
51-1009	?	ex-USAF
51-1031	?	ex-USAF
51-1232	?	ex-USAF
51-1249	?	ex-USAF
51-1267	?	ex-USAF
51-1280	?	ex-USAF
51-1282	?	ex-USAF
51-1308	?	ex-USAF
51-1322	?	ex-USAF
51-10348	?	ex-USAF
51-10448	?	ex-USAF
52-3237	?	ex-USAF
52-3246	?	ex-USAF
52-3262	?	ex-USAF
52-3276	?	ex-USAF
52-3304	?	ex-USAF
52-3316	?	ex-USAF
52-3320	?	ex-USAF

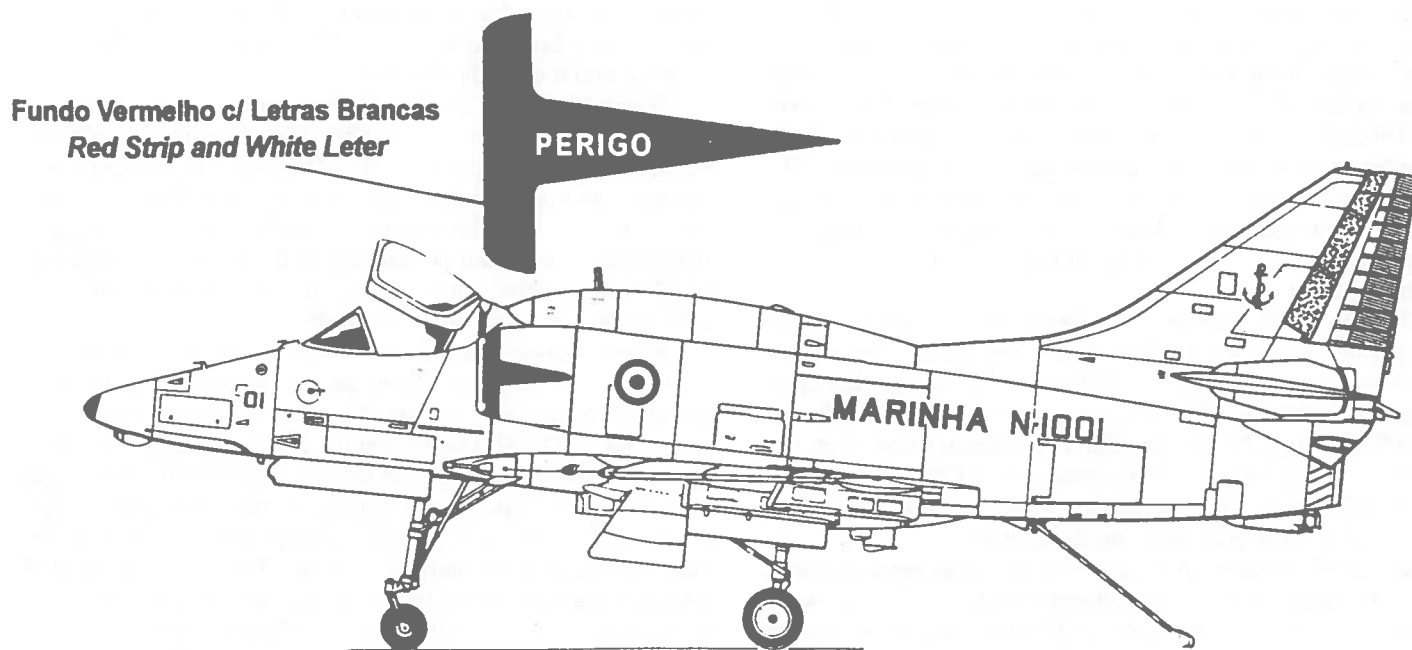
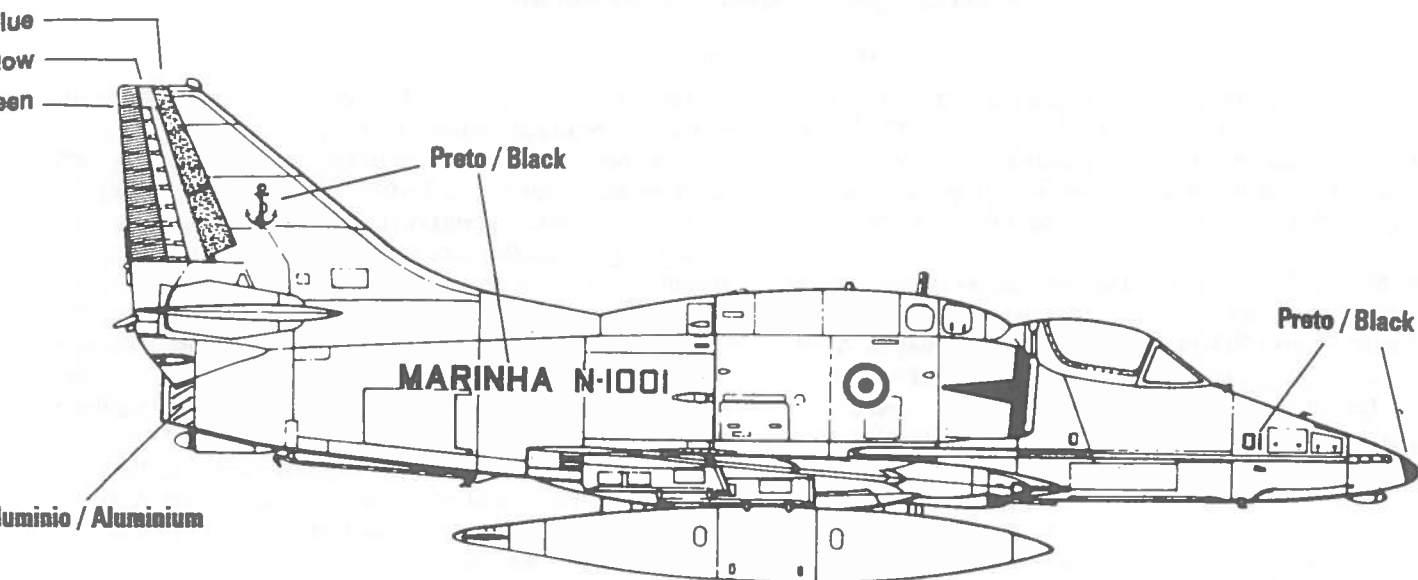
W. Yip (SAFCH #1421), 535 Diana Place, Arroyo Grande, CA 93420, USA.



Todo avião Dark Grey (FS 36270)
Overall airplane Dark Grey



Preto / Black



AF-1 Skyhawk

1º Esquadrão de Aviação de Interceptação e Ataque - VF-1

Paraguayan Military Beechcraft

Antonio Luis Sapienza

Some Beechcraft models have been used by the Paraguayan Military Aviation: UC-45F, AT-11, A.35/E.35/H.35/A.36 Bonanza, Debonair 33, Baron, and Super King Air 350. Only a Debonair 33 remains in active service at present in the Paraguayan Air Force, plus an A.36 and a Baron in the Army Aviation.

Beech UC-45F Expeditor: Two Expeditors saw active service in the Paraguayan Air Arm. They were delivered under Lend-Lease Project PG-74 and arrived in Paraguay in April-May, 1945. They were registered as T-3 (ex-USAAF 44-47069) and T-5 (ex-USAAF 44-47566). They both belonged to the Transport Squadron of the Paraguayan Air Arm. They both had accidents during the first year of operations; T-3 belly landed at Nu-Guazu AFB on 30 January 1946. T-5 had a similar accident on 5 February 1946. Apparently, transport pilots weren't used to flying aircraft with retractable gear! Anyway, both UC45Fs return to service after some repairs. When the Revolution of 1947 broke out in March, both UC-45Fs remained in the Loyal Air Arm. In July, a crew flew T-5 to the city of Concepcion, the rebels headquarters. This Expeditor was used by the Rebel Air Arm in transport missions and it was recaptured intact by the Loyal troops at the end of the conflict, in August. After some minor repairs, both UC-45Fs remained in service. T-5 was wfu by 1949 and T-3 was kept in flying conditions until 1960. Both Expeditors were kept in natural metal configuration. The Paraguayan roundel was painted in four positions in the wings. The serial was painted in black letters/numbers in the rear part of the fuselage and the Paraguayan flag colors were painted in the rudders.

Beech AT-11 Kansan: One Kansan was in service in the Paraguayan Air Arm in the late 1950's. This plane, whose c/n is unknown, was acquired in 1958 from the Beech dealer in Paraguay, Nicolas Bo, who also happened to bring a number of UC-45Fs for LATN airlines. The FAP Kansan was given the serial T-1 and soon was locally converted to C45 configuration with a "solid" nose. This aircraft was in service until 1963. It was kept in natural metal as were the Expeditors.

Beech 35 Bonanza: A total of five Bonanzas were acquired for the Paraguayan Air Arm between 1949 and 1957. They were registered as: T-5 (model A.35, c/n D-1955, ex-N8533A, bought in April 1949), T-7 (model E.35, c/n D-4075, ex-N3802B, bought in February 1955), T-9 (model E.35, c/n D-4076, ex-N3803B, bought in February 1955), T-11 (model H.35, c/n D-5122, bought new in May 1957. It was re-registered as 0211 in 1980), and T-15 (model H.35, c/n D-5126, bought new in May 1957). They all belonged to the Transport Squadron of the Paraguayan Air Arm. In 1966, when the Transport and Training Air Group (GAET) was founded, all the remaining Beech Bonanza were transferred to it. In 1980, the only Bonanza in flying conditions was T-11, and it was then re-registered as 0211, but it was wfu a few months later. All Bonanzas were kept in natural metal, with the Paraguayan roundels painted in the four wing positions. The serial was painted in black in the rear part of the fuselage and the Paraguayan flag colors were painted in the rudders.

Beech A.36 Bonanza: Two A.36s saw military service in Paraguay. The first A.36 military user in Paraguay was the Ministry of Defense, which acquired one sample in 1973 (c/n E481). This aircraft received a civil registration, ZP-MDN (the

last three letters stands for Ministerio de Defensa Nacional - Ministry of National Defense). This plane has been used as a VIP transport for the Secretary of Defense since then. In 1989, this A.36 was re-registered Te-01-B (TF stands for Transporte del Ejercito - Army Transport). Finally, in 1996, it was once again re-registered, this time as ZP-MDC (Ministry of Defense, aircraft C). It is still in active service in 1996. The aircraft is painted overall glossy white with red and yellow striping. The registration is painted in white on the striping and in black in two wing positions (upper left and lower right). No roundels were painted, but a tiny Paraguayan flag on the vertical stabilizer.

The other A.36 user was the Paraguayan Air Force. The FAP acquired one sample from the local market in 1981 (c/n E-911, ex ZP-PKB) and registered it as 0215. This A.36 first belong to the GAET but it was transferred to the GATE in 1988. It used the GATE standard color scheme of overall glossy white with red striping. The serial was painted on the vertical stabilizer and in two wing positions (upper right - lower left) in black square numbers and the roundels in opposite positions. The Paraguayan flag colors were painted in the rudder. This aircraft was severely damaged when it belly-landed in 1994. It wasn't repaired and it was wfu that year.

Beech Debonair 33: The FAP acquired one Debonair 33 under special circumstances in 1991. This aircraft originally has the Brazilian civil registration PP-ADM (c/n CD-43) and it was captured on a clandestine runway in the Alto Parana region (close to the Brazilian border) while trying to smuggle electronics. It was then transferred to the FAP and painted in the GATE standard color scheme. It received the registration 0205 and it is in active service in 1998.

Beech Baron: Two Barons were in military service in Paraguay. In 1989, one Baron 58 was acquired by the then recently-formed Army Aviation from the local market and it was registered as TE-02. Unfortunately, it is very difficult to know its previous identity since the factory identification plate had been removed. This aircraft belongs to the Army First Corps and it is still in service in 1998. It was kept in the original factory color scheme of white, dark/light brown. The serial was painted in white squared letters/numbers on the fuselage only and a tiny Paraguayan flag was painted in the vertical stabilizer.

The other Baron belonged to the FAP. This aircraft was also acquired in 1989 from the local market and it was registered as 0220. It was painted in the GATE standard color scheme and it was in service until 1991 when it was sold in a public auction. Once again, it is impossible to know the previous identity of it since the factory plate had been removed. This seems to be a sort of rule when trying to hide the origins of some aircraft!

Beechcraft Super King Air 350: One sample was bought new from the factory in 1991 in order to be used as a Presidential Transport. The plane was registered as FAP-01 (c/n FL-45) and belonged to the Transport Air Group (GTA) of the FAP. It was painted in overall glossy white with red and blue striping. It was sold in a public auction in May 1994.

Acknowledgements: The author would like to thank Dan Hagedorn of the NASM, Capt. PAM Diego Galvan, Capt. PAM

Continued on page 21.

The Belgian Brewster B-339s

Gilbert Blockx

Further to Hubert Cance's drawings of the Brewster 339 Buffalo that appeared in SAFO #87, I think it worthwhile to tell the story of the Belgian examples of this aircraft. On the eve of WWII, the Aeronautique Militaire (as the Belgium air force was called in those days) was in urgent need to replace its aging aircraft by more modern types. As a replacement for the Fairey Firefly IIM, a mix of more-or-less adequate fighters was purchased from abroad: 22 Gloster Gladiators and 20 Hawker Hurricanes came from the UK and 34 Fiat CR.42 Falcos were acquired in Italy. In October 1939, an order for 40 Brewster B-339s was placed in the USA along with an option for a further 40.

Those B-339s were scheduled for delivery in May 1940. However, production did not start until April and, by the time the order was complete in July of that year, the Blitzkrieg in the low countries had come to an end and Belgium no longer needed new planes. Yet, some examples were completed with Belgian camouflage colors and roundels and were tested in the USA with civil registration between NX56B and NX103B.

The first two planes were crated and shipped, and in early June 1940 they arrived at Bordeaux-Mérignac in France. There, a Belgian maintenance group was set up after the retreat of the Aeronautique Militaire and it was decided to assign the B-339s to the 2nd Group of the Aeronautique Militaire's 2nd (Fighter) Regiment. At that time, the unit was equipped with what remained from its Falcos and Fireflies after sustaining numerous German bombardment and air clashes.

The first B-339 was reassembled, just before France surrendered on the 17th of June and this plane was captured by the Germans. To avoid the same fate, the second example (still crated) was thrown into the Gironde river.

"Meanwhile, ten other Belgium Brewsters had been shipped from Halifax (Canada) on the French aircraft carrier Bearn along with Curtiss Helldivers and Hawks for the French Armée de l'Air and Marine. On the day of the Armistice, the carrier was somewhere in the middle of the Atlantic and it was diverted to

Martinique where the aircraft were off loaded and stored in the open. [Editor's note: See Avions, September 1998, for the fate of these aircraft.]

The Belgian government-in-exile agreed to transfer the 28 of the undelivered Brewsters to the RAF where they were serialized AS410 to AS437 (AS427 and AS430 are shown in the Cance drawings). Shortly afterwards, the RAF acquired the remaining ten Brewsters of the Belgian order and they received serials AX811 to AX820. After a series of tests, the RAF decided the Brewsters were not suitable for operations in the European theater. Only the American 71st volunteers squadron (the 'Eagles') used them for a couple of weeks. The planes then went to the Royal Navy and were shipped to the Mediterranean and North Africa. Some joined 128 Squadron in Sierra Leona, others went to 805 and 885 Squadrons on Crete. The pilots were not really pleased with these planes and they were soon replaced by the 'superior' Sea Gladiator. All Buffalos then came together in 175 Squadron and were used as trainers until decommissioned and scrapped.

In 1945, the wreckage of a B-339, clearly with Belgian markings, was discovered near the Autobahn near Darmstadt, Germany. Probably this was the first Belgian example which, after its capture, had been tested by the Germans.

"Finally, I don't think it's justified to refer to a Belgian Brewster B-339 as a 'Buffalo'. As far as I know, the name was only given when the planes entered RAF service in the second half of 1940. By that time the Aeronautique Militaire was history.

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Kit 63 (IPMS Belgium), article by Bernard Maitrejean, 1989.

Kit 83 (IPMS Belgium), article by Didier Waelkens, 1991.
AELR 29, article by Cdt. H. Verelst, 1980."

Gilbert Blockx (SAFCH #1426), Rerum Novarumlaan 868, B-2170 Merksem, Belgium.

Paraguayan Beachcrafts

Continued from page 20.

Liduvino Vielman (both ex-GATE pilots) and 1st Lt PAM Jesus Cespedes for the information on the Military Beech.

Photos (All photo by author unless otherwise noted.)

a. Beech 35 Bonanza, s/n 0211. Fuerza Aerea Paraguaya, 1980.

b. Beech A.36 Bonanza, s/n TE-01-B. Ministerio de Defensa Nacional, Army Aviation, Asuncion International Airport, 1992.

c. Beech A.36 Bonanza, s/n ZP-MDN. Ministerio de Defensa Nacional, Army Aviation, Asuncion International Airport, 1991.

d. Beech A.36 Bonanza, s/n 0215. Grupo Aereo de Transporte Especial (GATE), Fuerza Aerea Paraguaya. Nu-Guaeu AFB, 1969. (Peter Steinemann)

g. Beech Debonair 33, s/n 0205. GATE/FAP, Nu-Guazu AFB, 1993.

f. Beech Baron 58, s/n TE-02. Paraguayan Army Aviation, Asuncion International Airport, 1991.

g. Beech Baron 58, s/n 0220. GATE/FAP, Asuncion International Airport, 1991.

h. Beech Super King Air 350, s/n FAP-01. Grupo de Transporte Aereo (GTA), FAP, Asuncion International Airport, 1992.

Antonio Luis Sapienza (SAFCH #1160), Casilla de Correo N#2721, Asuncion, Paraguay

News from Poland

Kits

1. The long-awaited MIRAGE 1/48-scale kit of the PZL P-37A and B Łos (Elk) is finally out. This should be a popular kit. First of all, it is unlikely that a kit of the Łos of this high quality will ever be produced by one of the mainstream Western producer. Second, it will appeal to those in modeling fraternity who like to have an attractively-packed kit of high quality parts, clear instruction sheets, and beautifully-printed accurate decals for several options. And lastly, this is the first, and probably last, chance to add to your 1/48-scale collection this most-modern bomber of the late 1930's. MIRAGE have produced two kits, one each for the A and B versions. The box-top artwork for both boxes is striking, showing Elks in action. On opening the box, we are faced with a plastic bag with six large grey sprues of parts plus one transparent sprue. There well over 200 grey plastic part and 11 transparent parts. They are all extremely well molded and provide for a full cockpit, gunners interiors, bomb bays, engine, and wheel wells. Of special note are the excellent Vickers 7.92-mm and Szczeniak (Pup) wz.37 machine guns and ammo boxes. Needless to say, panel lines are finely engraved, structural details are molded on the inside of the fuselage, and separate flaps are provided. The transparent parts for the cockpit and nose glazing are of a very good clarity. Decals, by Techmod, are provide for three aircraft in each box. For the A version, there are two Polish and one Romanian Air Force schemes; while for B version there are decals for two Polish and one captured Luftwaffe machines. Of special note is the color scheme for aircraft 72.225 bearing the "fox" insignia of the 12th Karas Squadron (see the photo on page 76 of Vol. I of J.B. Cynk's magnificent book on The Polish Air Force at War - The Official History 1939-1943, recently released in the USA by Schiffer Military History). The stencils include PZL logos, serial numbers, and warning/maintenance inscriptions. An A-4 format color sheet is provided for all three schemes as well as a 16-page booklet clearly showing assembly details in 22 stages. Colors are referred to Humbrol equivalents, but no equivalent is given for Polish khaki or light blue-grey. My only reservation is that no English translation is provided for the interesting history, technical data, and version notes something disappointing and not up to today's standards. Altogether, worth the long wait. The super detailists are, no doubt, waiting for the 1/48-scale PART photo-etched set which will be an enlargement of the 1/72-scale Łos set described in SAFO #87.

2. As mentioned in an previous issue of SAFO, CHOROSZY Model has released six new models in their growing range of beautifully-executed resin models. These are: Tachikawa Ki17 the JAAF's primary trainer, Mitsubishi type 92 reconnaissance aircraft, SAIMAN 200 Italian WWII trainer, Rogozarski SIM-XII-H WWII floatplane, Fokker C.VII-W Dutch WWII floatplane, and Potez 452 WWII flying boat. I will restrict my comments to the two kits of most interest to SAFO readers, the Rogozarski and Fokker. The Rogozarski SIM-XII-H was a trainer for Royal Yugoslav Naval Forces. Four commenced service in 1939 in Navy Flying School at Divulje near Split. Two were soon withdrawn due to accidents, but #32, #33, and #34 remained the standard trainer up to the outbreak of war in 1941 when they were captured by the Italians. The model consists of 50 beautifully-cast resin parts, including a full interior and a beaching

trolley, plus a transparent piece of acetate for the windshields. Decals are for machines #32 and #33. The clear instruction sheet includes an exploded assembly drawing, scale plans, a short history, and technical data all in English. The white box is adorned with a color profile of machine #32. The Dutch Fokker C.VII-W is a better known aircraft. The kit comes in larger box and consist of over 60 resin parts. All comments as per the Rogozarski apply here as well. Decals are provided for no less than five Dutch Air Force machines and include both triangle- and roundel-type national markings of the WWII period. I am proud to inform you that, thanks to this author efforts, CHOROSZY Model will be releasing kits of aircraft used by the Polish Air Force. By the time these words are read by SAFO readers, kits of the WWI Rumpler C.I reconnaissance biplane, Morane Saulnier MS 35 EP2 French parasol-type trainer, French CAMS 30 EN2 training flying boat, and, the biggest of them all, a Friedrichshafen G III/IIIA should be ready! I certainly will review these for you when they become available. Future CHOROSZY Model plans include also a Schreck FBA flying boat, Bartel aircraft, and more.

3. It will be interest to all Polish-Air-Force modelers working in 1/72 scale that the AERO Plast company has re-released the old Model Junior (Kobyłka) kits of the Lublin R-XIIID and ter. Now there is a new huge (A4 format) instruction sheet and colorful boxes with splendid artwork by J. Wrobel. More important, new, accurate, and high-quality decals are included. These include a 13th liaison squadron (Grasshopper) R-XIIID serial 56-176 and machines #710 and #712 for the Naval Air Regiment at Puck in 1939. The injection-molded plastic parts are unchanged and still require a lot of extra work, but they have the correct in shape and dimensions. These are the only kits of the these Lublin aircraft for those wishing to add a pair of 1/72-scale Lublins to their collection.

Books

1998 saw 80th Anniversary of the Polish Air Forces. Quite naturally, several publications were released to celebrate event. Here are a couple of the more interesting ones.

1. "Polish Airmen in the Battle of Britain" by Jozef Zielinski, released by Fenix s.c. Warsaw, is hard cover 256-page book including 206 black and white photographs, 16 color plates of aircraft, and, what is more important to SAFO readers, bilingual Polish/English text. Readers will find information on all Polish pilots participating in famous Battle including those lesser-known or forgotten pilots who never achieved "ace" status. The color plates present not only well known 302, 303 Sqn Hurricanes and Spitfires, but also aircraft flown by Polish pilots in other non-Polish squadrons. Altogether, 144 pilots are presented constituting enjoyable reading for all history and modeling buffs. For those who enjoyed the Osprey "Aircraft of the Aces" book on Polish WWII Aces, this will be a welcome continuation.

2. "Polish Wings" is another fascinating bilingual Polish/English publication released by Transhan Sp.z o.o. The author, Wacław Holys, is a well-known military aviation photographer and the book is a color photo album of the contemporary Polish Air Force. Within the 174 pages of this hard cover A-4 format publication, are over 200 color photograph of contemporary aircraft in addition to 46 black and white photos added for historical background. Over 20 types, plus plenty of subtypes,

are presented. Pictures are of very good quality, large (some in A-4 format). They are divided into seven chapters: (1) Fighters, (2) Fighter-Bombers, (3) Trainers, (4) Transports, (5) Liaison Aircraft, (6) Helicopters, and (7) History of the PAF (1918-1998). The text is restricted to short stories and technical data for the aircraft depicted. Unfortunately, English translation is far from good, but understandable. However, since this is, first of all, a photo album, the text is of lesser importance. The back cover presents 6 color photographs of potential future aircraft of Polish Air Force: F16, F18, Grippen, Mirage, etc. Which one is going to be a winner?

3. "80 Lat Polskiego Lotnictwa Wojskowego" (80 Years of Polish Military Aviation) by Andrzej Przedpelski and published by Bellona, Warsaw, is a 280-page, hard cover, A-4 format book on the history of Polish military aviation. It has some 27 color photographs, over 170 black and white photographs of aircraft, people, and events in the history of the PAF, as well as 24 color plates of aircraft profiles, badges, insignia, squadron markings, etc., plenty of maps, organization charts, and tables. The main content is text which is entirely in Polish. Recommended only to the most dedicated historians of Polish aviation.

4. AJ-Press celebrates the anniversary of the PAF by releasing the first in their Campaign series, The history of Polish Naval Air Forces 1920-56. This is in their typical A-4 format, softbound with 78 pages and striking cover artwork showing Lublin R-VIII #802 floatplane from the MDLot (Naval Air Regiment) in mid 30's. There are around 160 b/w photographs, 7 pages of color artwork of over 30 types from Albatros B-II, Nikol A-2, Friedrichshafen FF33, CAMS 30E to Pe-2FT, Tu-2S, Lim-2 and Il-28R. Some of the photographs were never published before and all of them are of very good quality, even those from 1920's.

Magazines

1. miniREPLIKA 3/98 brings an excellent articles on (1) Polish Shturmoviks with 4 color profiles and 17 not-previously published photos; (2) individual markings of aircraft of Polish Squadrons in Great Britain with 8 color profiles including photos of machines flown by Skalski, Zumbach, Nowierski, Rolski; (3) the 6th Fighter-Bomber Air Regiment in Pila ("Flying Tigers") with plenty of information on individual Su-22m4 markings; (4) the 4th instalment on the PZL P-23 Karas details (15 photos from original manual); and, of course, lots of reviews on plastic, brass, resin, and paper modeling-related stuff.

2. miniREPLIKA 4/98 has articles on (1) Danish naval Hansa Brandenburgs HM.1 in history and modeling which includes 9 photographs of Danish aircraft, one page of color artwork, and sections on modeling the latest Hansa Brandenburgs W.29 kits by MPM, TOKO, and Flashback; (2) a 5-page article on the MiG-21PFM series and other 21's used by Polish Air Force with detailed drawing of all hard-to-find differences in sub-types; (3) the next installment on Karas details with 20 original manual drawings and photos of engine, cockpit etc., and (4) modeling news as always.

3. Lotnictwo Wojskowe 2/98: (1) The second part on MiG-29 monograph with all versions drawn in 1/100 scale, photos of Soviet, Polish, Iraqi, East German, Yugoslav, etc. aircraft, color profiles of Syrian, Ukrainian, Slovak, Soviet naval, Malaysian machines; (2) An intriguing article on Malaszewicze airfield in September 1939 with 8

photographs of mainly PZL P-37 Łos bombers destroyed on the ground; (3) An extremely interesting article, by a Russian author, on the fate of several Łos bombers which found their way to Soviet Russia, with four photographs including one showing a P-37 rudder with Soviet red star!; (4) an 8-page history of 7th BomberRegce Air Regiment with 12 black and white and 8 color photos of regiment machines now and then and two color profile of Tu-2 and Il-28 bombers.

4. MILITARIA 1/99 vol.IV. Not a single issue of this magazine appeared in 1998. Issue 1/99 released at the end of 1998 features 24 page article on Bulgarian PZL P-43 "Czajaka" export version of Karas with incredible photo coverage of 44 b/w

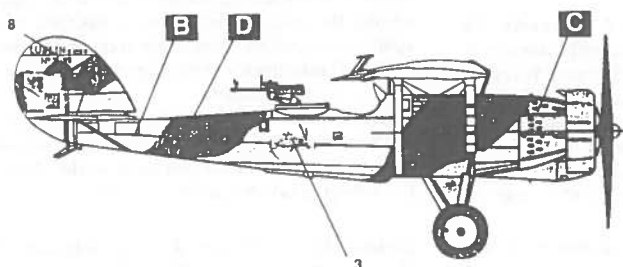
photographs, two pages of color artwork for 5 different Bulgarian aircraft, 5 pages of 1/48-scale drawings, cross sections, engines sketches, machine-gun details, technical data, etc. A superb work! Next comes an article on Mieczysław Garszka, Polish ace in service with German Kaiser, the only Jast 31 pilot achieving ace status. The article describes all kills and later career of this pilot within Polish military aviation up to his fatal crash in a renovated Spad VII. There are 11 b/w photos and a superb color artwork of the LVG C.V and Spad VII flown by Garszka. Other non-aviation articles in this issue cover Slovak armoured vehicles 1939-44, SU-152 assault gun in Drzonow museum, Soviet armoured trains of the "For Stalin"

type, and more. All photographs captions in this issue are in English also!

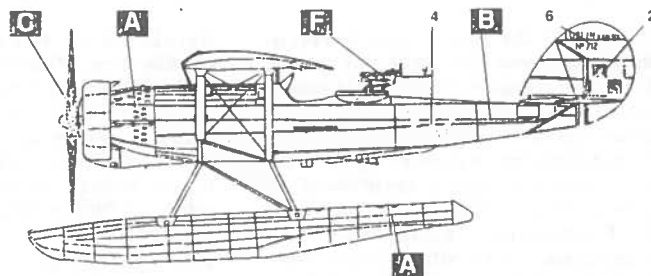
Decals

Only one entry here, and because I am the author, please find enclosed the copy of INTECH latest booklet/decal set on 80th Anniversary of the Polish Air Force for your review in SAFO. Anybody interested in above mentioned items can contact me directly.

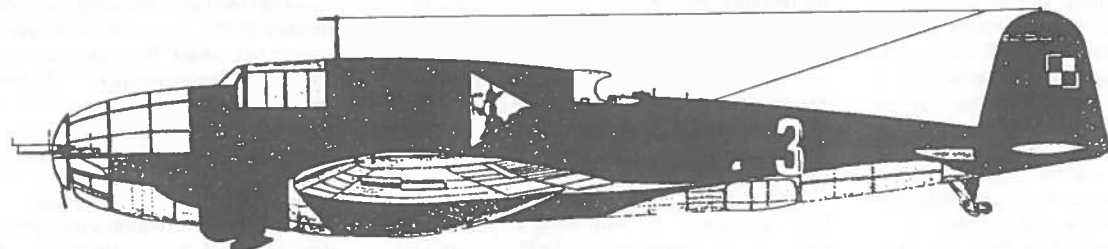
Wojciech Butrycz (SAFCH #981), ul. Aleksandry 25 m.167, 30-837 Krakow, Poland.



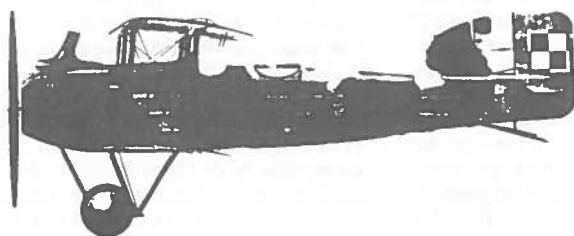
Lublin R-XIID, '56-176', 13 eskadra towarzysząca, godło jednostki "świerszcz", Polska 1939.



Lublin R-XIIiter, '712', Morskiego Dywizjonu Lotniczego, Polska 1939.



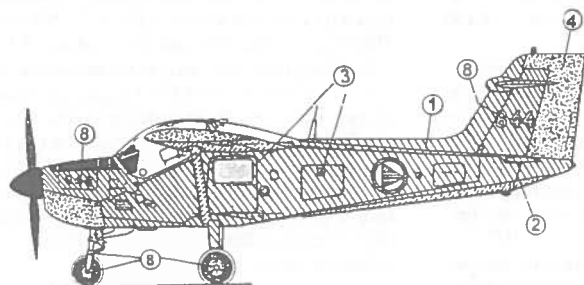
PZL 37 Łos serii 2, '3', 72.225, 12 eskadry. Małaszewicze koło Brześcia nad Bugiem, wrzesień 1939 rok.



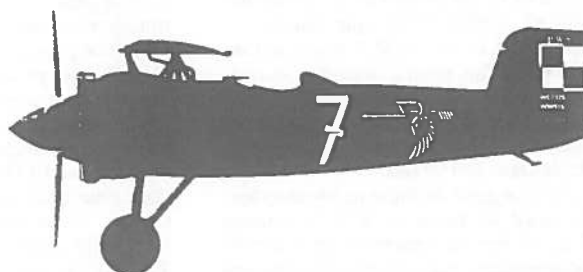
Breguet XIV A2 '10.21', 3rd Reconnaissance Squadron, Baranowicze, September 1920. (InTech Decals)



Aircraft '20.9' was one of 107 Bristol Fighters that served with the PAF. This aircraft was at the Pilots High School in Grudziadz in the 1920s. (InTech Decals)



SAAB MFI-16 Safari, Royal Norwegian Air Force Flying School. (Broplan Injection-molded kit MS-64)



PWS-A '5', 121 Squadron of II Air Regiment, Krakow, 1931. (InTech Decals)

Beyond the Iron Curtain - Seaplane Book Reviews

The fall of the Iron Curtain has provided a boon to historians, researchers, and modelers alike. Enterprising capitalists-to-be, once locked into a limited provincial market, can now reach consumers world-wide. Foreign authors and publishers are finding that the archives they have access to can provide information sought after by readers abroad. Additionally, the opening of these archives provides researchers the world over an opportunity to enhance their investigations and work with like-minded individuals from formerly closed societies. All of the following books benefit in one way or another from this global renaissance.

Seaplanes over the Black Sea: German-Romanian Operations 1941-1944, Roba, Jean Louis & Craciunoiu, Cristian. Bucharest: Modelism International SRL 1995. Softbound. Photographs, maps, tables, appendices. 96 pp. \$21.00

An old friend alerted me to this exciting new book, which he discovered in Belgium, where one of the authors lives. Taken largely from original research into the Bundesarchiv records of Seenotbereichskommando XII (12 SBK) and documents from Romania military archives, this volume is mainly a war diary of 8. Seenotstaffel (SAR - literally, sea emergency flight) in the Black Sea area during and after Operation Barbarossa. Other units, such as 3./SAGr 125, are also mentioned. The text goes into great operational detail, identifying most aircraft by call sign. The comprehensive manuscript is entirely in English, although at times it has an amusing alien quality. The biggest fault is the failure to capitalize the names of languages when used as modifiers, e.g. "german soldiers" or "romanian seaplanes". Some of the punctuation is a little clumsy and the overuse of the present tense often implies that the rest of WW II is yet to happen, but the meaning of the content is never in doubt.

The over 150 photographs seem to be culled mainly from private Romanian and German sources, so most of them are new to publication. As expected, the lion's share of the photos (about 85) depict seaplanes. Nearly 40 are of German Dornier Do 24s in various states in flight, under tow, at rest, and even wrecked. The He 114 and BV 138, the former in both German and Romanian service, are the next most commonly illustrated types. The He 59, Ar 196, and BV 222, all in German markings, are illustrated with multiple photos. Half a dozen of the black-and-whites portray Soviet Beriev MBR 2s, a number of which bear unusual camouflage schemes. In spite of the title, there are some photographs of pre-war Romanian seaplanes and wartime German and Romanian landplanes. There are some wonderful shots of Romanian Savoias, the S 55 and S 62bis. Single photos of a Romanian Heinkel He 42, CANT Z 501 (pity there's not more!), and Soviet Beriev KOR 1 round out the seaplane coverage. Interesting landplane illustrations include a Romanian IAR 39 and Hurricane, and a Bf 109 with an unusual wavy segmented camouflage. The remaining photos depict sea-going craft, aircrew, and locales.

This title will be a great addition to any seaplane, Luftwaffe, small air force, or WW II aviation library. It delves into the "unknown war", in both theater and operations, and presents some fine new information. Unlike a lot of similar titles from smaller countries, none of the content is lost in the complexities of a foreign language. The A4-format book is wire-bound, with the outer cover pasted over the staples. It is printed on heavy-gauge glossy

paper, so the quality of the photographs, some of which are excellent, is not compromised. A number of tables and charts, showing orders of battle, codes and work numbers, losses, etc, complement the text. Seaplanes over the Black Sea is available direct from the publisher, Modelism International SRL, Pia a Presei Libere 1, CP 33-126, Bucharest, ROMANIA. It can be purchased from The Aviation Bookshop, 656 Holloway Rd, London N19 3PD UK. Other publications by Modelism include volumes on the WW II Romanian armed forces. Thanks to Dr Cristian Craciunoiu for the review copy.

Heinkel 60 - Heinkel 114 - Arado 95 (Wydawnictwo Militaria 8), Ledwoch, Janusz & Trojca, Halina & Trojca, Waldemar. Warsaw: Wydawnictwo Militaria 1995. Softbound. Photos, color art, drawings, tables. 32 pp. \$7.98 (£4.50 UK) **Heinkel 59** (Wydawnictwo Militaria 9), Ledwoch, Janusz. Warsaw: Wydawnictwo Militaria 1995. Softbound. Photos, color art, 4-view, table, map. 20 pp. \$7.98 (£3.50 UK)

These two titles from Poland are part of a new series covering mainly Polish and German WW II types. They are the first monographs in the publisher's Militaria series to feature seaplanes. Bound in the oblong style of Squadron's In Action booklets, they are printed on lightweight matte stock with thin glossy card covers. Photos take up about half of each booklet's page space; the rest is Polish text. The photo and drawing captions appear in English as well as Polish. The color art, which fills the inside and outside of the glossy covers, is outstanding, featuring restrained shading and weathering. The photographs are generally large and clear. Many are new to me, with some very interesting shots, like the civil registered Ar 95 carrying a torpedo! The triple-subject book opens with a 4-page introduction to German seaplane aviation, with photos of seven types and small 3-view drawings of two more. Unfortunately, the WW I types are either not identified, or worse, atrociously mislabelled. On page 5, the top two photos depict (I believe) an Albatros WMZ and a Hansa-Brandenburg NW. The bottom one shows a Friedrichshafen FF 33L, probably German Navy number 936. The drawings on page 6 labelled Albatros W 14 and Friedrichshafen W 29 actually represent the Hansa-Brandenburg W 29 and KDW respectively! An Albatros W 1 is pictured by the photograph on that page. On page 7, the famous shot of a Rumpler 6B 1 in flight is termed a FF 33, while the Hansa-Brandenburg W 25 below is captioned as a Friedrichshafen W 25. Things get better on page 8, where one of two photos of Heinkel He 51 seaplanes is NOT "white 12"! Don't use the drawing on that page for model building the float installation shown is way off. In fact, I don't trust the Ar 95 profile on page 22, either.

Twenty-three photos of all variants of the He 60 fill up most of the remainder of the triple monograph. Included are great shots of civil registered and other pre-war seaplanes, and one indifferent view of a Nationalist He 60E during the Spanish Civil War. Four color profiles and one painting depict the He 60 in various pre-war and wartime Luftwaffe markings. A Fokker T VIIIW of 3./SAGr 126 even manages to sneak into one picture. The He 114 is covered in half-a-dozen photos and four excellent color profiles. Romanian and pre-war Luftwaffe machines are each represented by two photos and one profile. The obscure Ar 95 is covered only photographically, with two of seven

shots depicting German civil-marked aircraft and one showing SE-ANT in Sweden after the war. There is also a photo of the landplane with its huge trousered undercarriage.

The thinner He 59 monograph features 19 photographs and nine color profiles of its single subject. Coverage encompasses pre-war versions with civil and military registrations, Spanish Civil War aircraft, and WW II camouflaged and white ambulance machines. The splendid color profiles include one of the second prototype as the sole He 59 landplane and NX+UX at Varna in 1941 with yellow nose, tail control surfaces, and cowlings. Some interesting close-ups and details appear among the photos, but there is no shot of the splinter camouflage demarcation on the top wings of WW II machines, continuing this lack that is the bane of He 59 modelers.

Squadron Mail Order carries these profiles for \$7.98 each. The price I've quoted in English pounds is what I paid for these booklets at the Aviation Bookshop in London a few years ago.

Beriev KOR 1, Udalov, K G & Salnikov, A I. Moscow: Avico Press 1994. Softbound. Photos, color art, scale plans, table. 48 pp. £6.95 UK

A few years ago, Seaplane SIG member Greg Reynolds and I were scouring the world for data on Beriev's KOR 1 (Be 2) catapult seaplane. The KOR 1 is sort of a Soviet "Pete" a small shipboard single-float aircraft employed in both the reconnaissance and interceptor role. Both were radial-engined tandem-seat biplanes having equal-span wings connected by "T"-type interplane struts. Last year, the excellent French magazine Avions covered the little Soviet machine with photos and 1/72 plans, and now we have this extensive monograph from Avico Press to overwhelm us with detail on this interesting and attractive floatplane.

Quite a bit of Cyrillic text accompanies the 38 B&W photographs in this neatly laid out booklet. Shots of the interior and armament round out the photo collection. The four color profiles are big they occupy two pages each. Two of them depict floatplanes, and the other two landplanes. One of the landplanes is illustrated in dark green over light blue with wheel spats and underwing gun pods, as used briefly at Kacha on the Black Sea in 1941. These light bombers saw action against the Romanians. None of the other pictures show any exotic colors or camouflages for these machines; overall silver seems to be the order of the day. Seven pages of detailed drawings, to 1/50 scale, close out the coverage. These drawings depict several versions, including a ski-equipped landplane, with cowling, armament, and beaching gear variations.

Greg gets his Avico Press booklets from Midland Counties Publications (Unit 3, Maizefield, Hinckley Fields, HINCKLEY, Leics, LE10 1YF UK). The price quote is from them, and their stock number for the Beriev KOR 1 book is A90324. This is one of a series Avico is doing on the aircraft of the Beriev Design Bureau; a volume on the Beriev-Bartini VVA-14 has already been issued. They have announced titles on the MBR 2, Be 4, and Be 12 for future publication, so we'll have no shortage of Soviet seaplane data to work from! Thanks to Greg Reynolds for the review "copy".

The Imperial Russian Air Service: Famous Pilots & Aircraft of World War One, Durkota, Alan & Darcey, Thomas & Kulikov, Victor. Mountain View CA: Flying Machines Press 1995. Hardbound.

Photographs, color art, scale drawings, appendices. 546 pp. \$79.95

Although not strictly a small air forces or seaplane book by any means, I had to review this marvelous work here. Over a decade ago, my friend Alan Durkota started researching the Imperial Russian Air Service, and found there was not much information readily available. Egged on by Marty O'Connor, our mutual friend and mentor who had just completed his own masterpiece on the Air Aces of Austria-Hungary, Alan decided to write a book. Over the years he continued to gather information, much of which became available for the first time with the fall of the Iron Curtain. Now, ten years later, with the help of two co-authors, four co-artists, and numerous contacts and friends around the globe, Durkota has created the most significant publication to examine and chronicle the Russian WW I Air Service ever written in any language.

Printed in large (9x12) format on heavy semi-matte stock, the tome's 546 pages are divided into seven sections: an overview of the IRAS, the Russian aces, Russian aces in foreign service, other notable pilots, Russian designers, aircraft manufacturers, and colors and markings. Appendices include a look at lighter-than-air units and complete victory lists of the aces. My sole complaint is that the index only covers proper names; a volume this large and comprehensive really needs a full index.

The color plates, spanning 48 pages, include 86 aircraft profiles (many with plan-views), illustra-

tions of uniforms, medals, and insignia, and three original paintings by noted aviation artist James Dietz. A 60-page section features scale drawings by Ian Stair of 38 aircraft built and/or operated by the IRAS, with two large foldouts by Harry Woodman of Sikorsky's "flying ships", The Grand and Il'ya Mourmets V. The photographic coverage is unparalleled, with over 600 large and well-captioned photos complementing the extensive text. These photos document every aspect of Imperial Russian aviation, from manufacturing to operations to personalities you'll spend countless enjoyable hours gazing through them!

Seaplane aviation is especially well served. A ten-page section introduces the Imperial Russian Navy Air Services, and at least two of the aces are seaplane pilots. One of these, Alexander Prokofiev de Seversky, went on to found Seversky (later Republic) Aircraft in the USA. The designers' section is dominated by two men famous for their waterborne aircraft: Dimitry Grigorovich and Igor I Sikorsky, another Russian aeronautical giant who continued his achievements in the USA. Over 80 photographs, many of them rare and published here for the first time, depict seaplanes, from the early Curtiss Triads and F-boats to the indigenous and ubiquitous Grigorovich series. Excellent close-ups of the Grigorovich boats give more detail than has ever before been available on these important seaplanes. Eleven of the scale drawings plus another couple of line profiles are of seaplanes; so too are eleven of Alan's superb color profiles,

along with seven color plan-views illustrating their upper surfaces.

Carefully compiled and meticulously researched, the vast amount of information in this magnificent opus has never been available anywhere; it will never be equalled. All further research on this heretofore poorly-documented subject will begin here. Every serious student of WW I aviation must have this volume, not on his shelves, but open in his lap. This is a top-quality effort throughout; Durkota has gathered the finest people in their fields and melded their contributions into a whole which far exceeds the sum of its parts. At first glance the price appears steep, but you couldn't buy seven \$20 books that will provide you the sheer weight of knowledge contained in each section of this matchless compilation; it is worth every nickel. Squadron Mail Order had it available at the quoted price. Bob Mills, who I met at the 1995 League of WW I Historians' convention, had it at a discount. Each book is packaged in its own carton, so it ships well. Bob's address is 2413 S 9th Street, Arlington VA 22204-2302. Heartfelt congratulations and thanks to Durkota and his collaborators for sharing the brilliant fruits of their substantial labors with the rest of us.

Bill Devins (SAFCH #557), IPMS/USA Seaplane SIG, 658 Arbor Rd., Lancaster, PA 17601-3204, USA.

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Gloster Meteor F.4 en Argentina, by Atilio Marino and edited by Jorge Felix Nunez Padin (privately published, 1998, 96 pages, softbound). Here is a book that every SAFO reader should add to their book shelves immediately. While coverage of the evocative Meteor in Argentina has increased in recent years, Atilio and Jorge have pulled together a truly magnificent piece of work in this well-designed and beautifully illustrated book. With 165 excellent black-and-white and 19 spectacular color photos, plus four black-and-white side-view drawings and two pages of color plates showing operating unit insignia, the illustrations alone are well worth the price of admission. The book is divided into five major chapters (History, In Service, The Legendary Meteor, Technical and Colors and Insignia) plus four well-done appendices (Individual aircraft histories, the survivors, Meteor pilots and fatal accidents). Among the highlights of the book are photos of Meteors bearing rebellion markings in 1955, aerobatics team aircraft, and modifications. The colors and markings section is excellent and contains many pleasant surprises. Do not hesitate to write to Dr. Atilio Marino, Tucuman 881 6 Piso Dep.54, CP 1049 Capital Federal, Argentina (e-mail arino@escape.com.ar and order your copy.)

Dan Hagedorn (SAFCH #394), 13125 Pennerview Lane, Fairfax, VA 22033, USA. E-mail: 1rx1hpl@bellatlantic.net

AB Flygindustri i Limhamn 1925-1935, Lennart Andersson. 160 A-4 pages. Hardbound. Svensk Flyghistorisk Forening (1998). SEK 200 plus postage (SEK 108 outside Europe). c/o Kenneth Goransson, Bygatan 29, S-293 73 Jamshog, Sweden. E-mail: h.goeransson@swipnet.se Long-time SAFO readers will remember Lennart Andersson's excellent series on small-air-force Junkers aircraft. This series, consisting of drawings of for small-air-force Junkers, obviously was the

result of extensive research. Now, the author has put the fruits of his research into a book that describes the Junkers aircraft built in Sweden.

The text is in Swedish, but this should not deter the enthusiast who does not read this language. There is a 9-page English summary, much of the information in the tables is self explanatory, and the photographs need no translation.

The book begins, naturally, with a chapter on "Professor Junkers and his Aircraft". This is followed by a discussion of "Aircraft Types and Designations" which describes the confusing Junkers type designations which uses a letter to describe the type ('F' for single-engine passenger a/c, 'G' for multiengine passenger a/c, 'K' for military a/c, etc.). Suffixes that are consonants denote airframe modifications and those that are vowels denote engine modifications. In the Swedish company, dual civil and military use was denoted by reversing the order of numbers, e.g. the civil G 24 became the R 42 when militarized. The third chapter, "Junkers in Sweden" describes the reasons behind the foundation of the Junkers works in Sweden. The bulk of the book (86 pages) is a year-by-year description "Flygindustri from the Beginning to the End". The next chapter is a feast for SAFO readers: "Flygindustri Aircraft in Service all over the World": Sweden (AB Aerotransport), Sweden (Flygvaspnet), Germany (Junkers-Luftverhehr and DLH), Germany (military and para-military), Chile, China, Columbia, Finland, Italy, Japan, and the Soviet Union. "Flygindustri and the Swedish Auhtoirites" describes why the factory was closed. The final section "Aircraft" (42 pages) covers the aircraft built in Sweden by type: G 24 and K 30 (R 42) 14 pages including 4 pages of scale drawings (Swedish, German, Greek, & Finnish passenger a/c and Soviet and Chilean bombers), and a table listing a/c and their history. A 20/R 02 and A 35/K 53 (R 53) 6 pages including 2 pages of scale drawings (Swedish, Austrian, & Soviet) and table. W 33 and

W 34/K 43 6 pages including one page of scale drawings (Argentina, Venezuela, & Finnish) and table. A 48/K 47 5 pages including table. A 32/K 39 2 pages. S 36/K 37 3 pages. F 13 2 pages including table. A 50 Junior 2 pages including table. Ju 52/k 45 and Ju 52/3m 2 pages.

The photos are numerous (usually 2 or 3 per page) and are excellently reproduced on high-quality glossy paper. Most are of a/c in Swedish civil or military markings, but the small air forces are not neglected: Turkish F-13, Austrian A 35, Japanese K 37 & W 33, Venezuelan K 43, Chinese K 47, Finnish K 43, Argentine K 43, Colombian K 43 & W 34, Portugal K 43, Chilean K 30, & Soviet K 30. AB Flygindustri is a book that belongs on of all small-air-force enthusiasts who are interested in aircraft between the two world wars. The historically-minded will appreciate the wealth of photographs of unusual aircraft in strange markings. The modeler of 1/72-scale a/c will enjoy the opportunity to put some unusual markings on their Plasticart kit of the Junkers G23/24 and the MPM kit of the W 34.

The review copy was provided by the author.

La Chasse Francaise Inconnue: Mai-Juin 1940. #7 Hors Series, Avions. 96 A-4 pages. Softbound. LELA Presse, 29 rue Paul Bert, 62230 Outreau, France. 140F plus postage.

This is the latest in the excellent series of special monographs from the publishers of Avions. The quality is fully up to the high standard we have come to expect from Avions: Lots of never-before-published photos excellently reproduced on high-quality glossy paper, informative maps, and beautiful color side-view drawings; all securely bound between sturdy card covers. The text is entirely in French, which is a shame since this book obviously contains a great deal of information that is otherwise unavailable to enthusiasts who do not read French.

La Chasse Francaise Inconnue describes the activities during the Battle of France of aviation units operating independently from the Armee de l'Air. A survey of the chapter titles will help explain what is covered. "Les Patrouilles d'Usines": These flights, also known as "Chimney Flights", were assigned to protect aircraft factories. The pilots were mostly Poles but included Czechs and Belgians. A map shows the location of each factory [Nantes (SNCASO), Bourges (SNCAC), Chateauroux (SNCASO), Toulouse (Dewoitine), & Guyancourt] and the types of aircraft used. The 10 pages of this chapter includes 15 photos. "Les Patrouilles DAT" This 16-page, 27-photo chapter describes the activities of the Defense Aerienne Territoire (DAT) units protecting specific cities (shown on the map, but too numerous to list here). "Les Patrouilles de Tours et Etampes": This 12-page, 18-photo chapter describes two particularly active DAT units. "Le Groupe de Chasse I/55": This unit protecting Bordeaux is covered in 8 pages including 13 photos. "Le Groupe de Chasse et de Marche Polonais Lyon-Bron" describes the GCMP activities in 8 pages including 12 photos. A final chapter "Les Cocottes migrent vers la France" describes the participation of Belgium AF units in France (5 pages, 9 photos. Interspersed among these topics are chapters on the "CAO 200" (4 pages, 5 photos, & a 3-view drawings) and "L'Arsenal VG.33: Entre mythe et realite" 12 pages, 11 photos, and 6 pages of factory drawings.

This coverage is topped off with appendices on "Pertes des unites etudiees" lists aircraft lost and their pilots; "Victoires remportees par les patrouilles de defense" lists type of aircraft claimed and the victorious pilots; "Liste des appareils livres aux patrouilles de defense" lists serial number, base, and final disposition of all aircraft used. The book finishes with two rare color photos and 11 color side-view drawings including a Curtiss H-75 and MS 406 carrying Polish Chess Boards, a MS 406 flown by a Czech pilot, 2 Arsenal VG-33, 2 Belgian CR-42 & a Fairey Firefly, and 2 Koolhoven FK-58. Avions Hors Serie #7 is an excellent publication that deserves the attention of all students of WWII, particularly those interested in the activities of the Poles and Czech who fought in the West. Don't let the lack of English text deter you, the photos, maps, and appendices alone are worth the price of admission. And, the use of a French-English dictionary and a lot of hard work will further increase the value of your investment.

The review copy was provided by the publisher. [Editor's note: I've always thought that availability of a companion publication containing nothing but the text translated into English and printed on inexpensive paper would greatly increase the sales. Could some publisher explain why this would not work?]

La Campagne de France (1e partie) La Batailles du Nord. Batailles Aeriennes #7. 80- A-4 pages. Softbound. LELA Presse, 29 rue Paul Bert, 62230 Outreau, France. 69F plus postage. This latest volume in Avion's Batailles Aeriennes series is the first in a multipart series on air combat during the Battle of France. This "1e partie" covers the action from the German invasion on 10 May 1940 until the fall of Dunkirk on 25 May 1940. The format is usual for this series: Mostly well-reproduced photos interspersed with beautiful color drawings, informative tables, and a minimum of text. Lack of the ability to read French will not detract from your enjoyment of this volume. The presentation begins with an Order of Battle on 10 May 1940 for the Armee de l'Air, Aeronautique

Navale, Force Aerienne Belge, RAF in France, and Luftwaffe. The chapters follow in chronological order: "10 mai 1940: Quand l'aigle fond sur sa proie", "11-12 mai: Le massacre des bombardiers", "14 mai: Le jour de la chasse", "15-18 mai: Vers la mer ...", "19-20 mai: L'Aeronautique navale dan la fournaise", "22 mai: Sus aux Stuka!", "23-24 mai: Le temps se gate ...", and "25 mai: Vers Dunkerque ...". Interspersed are sections on: "L'intervention dela francaise en Belgique", "Les pilotes tcheque dans l'Armee de l'air", "Les appareils d'entrainement francais", "Flaki!", and monographs on the "Breguet 691/693,695, Henschel 123, Fiat CR-52, Fairey Battle, Amiot 143, MS-406, Me 109 E, & Mureaux 115/117. Color side-view drawings include: Blenheim, RAF & Belgian Battles, He 111H, Ju 87B, Fairey Fox, MS 406, Curtiss H-75A3, Hs 123, Fiat CR-42, & Me 109E-3. The photos, well reproduced and mostly new to this reviewer, are a feast for the eyes and include many of a/c not found in other publications dealing with these events.

In the past, the Batailles Aeriennes series has been criticized for including material unrelated to the topic at hand. This has been corrected in this volume. The extra material consists of 5 color drawings of RAF aircrew in uniforms of 1940 and "L'aviation francaise de 1940 au 1/72" which gives a brief review of kits for the all French a/c that participated in the Battle.

La bataille du Nord is an excellent publication that should be in the library of all students of WWII and all modelers interested in modeling the a/c that the Campagne de France.

The review copy was provided by the publisher.

North American T-28 Fennec, Jorge F. Nunez Padin. Series Aeronaval #10. Laspiur 1801, 8000 Bahia Blanca, Argentina. 40 pages. Softbound. Available from the SAFCH Sales Service. \$9.00. The publication of each new volume in the Serie Aeronaval is an event of special importance to small-air-force enthusiasts. Their latest, on the T-28 Fennec in Argentine naval service, is especially welcome, both for the excellence of the photo reproduction and for the exoticism of the subject. Even those readers familiar with this series will be stunned by the quality of the reproduction of the photos, both those in color and those in black and white. It is not often that you can look at a b&w photos and tell the difference between an aircraft painted overall aluminum and one painted in light grey, but it is easy here. The color photos are magnificently reproduced on a glossy paper that is the equal to the best you can get from Kodak.

The text follows the usual format of this series: (1) Historia; 5 pages. (2) Tecnic 1 1/2 pages. (3) Unidades Aereas 2 pages. (4) Colores & Insignas one page. (5) Identification 5 pages. This text is complimented by 13 color photos, 42 b&w photos, and 4 side-view drawings.

The Argentine Fennecs carried interesting markings: Besides the usual rudder stripes, fuselage anchor/roundel, wing anchors, and ARMADA inscriptions, they carried a variety of registration markings during their career. These include, for example, 4-G-51, EAN-101, 1-A-250, 3-A-201, and A-01. A big surprise are the a/c that carried the inscription NAVAL, instead of ARMADA, on the fuselage and 'A.R.A. 25 DE MAYO' under the tail. A final short section describes the Fennecs transferred to the Aviacion Naval Uruguaya and includes one color and 4 b&w photos.

Serie Aeronaval volume on the North American T-28 Fennec is recommended for anyone who admires thoroughly-researched and beautifully-presented a/c histories. It is a must for everyone

interested in Latin American aviation. The modeler of the aircraft of the small air forces will be tempted to pull a couple of Heller kits out of the loft, but, alas, the complicated markings will probably not be found in the spare decal pot and they are all but impossible to hand paint. Perhaps our friends in Brazil, at FCM Decals, will consider expanding their line of excellent decals to include other Latin American air forces. A trio of Latin American T-28s (Brazilian, Argentine, and Uruguayan) would be a handsome addition to anyones collection of models.

Review copy provided by the author.

Skoda Kauba Flugzeugbau, Walter Schroeder. OFH Sonderheft #23. 44 A-4 pages. OFH Nachrichten, Pfenninggeldgasse 18/2/14, A-1160 Wien. 90 f. Payment by cash in any exchangeable currency or IMO (Postal Money Order).

Anyone with more than a passing interest in Czechoslovak aviation has probably been mystified when occasionally running across photos of attractive little aircraft carrying German crosses (but no swastikas) labeled "Skoda Kauba". We all know that "Skoda" was a Czechoslovak firm, but what was "Kauba" and what are photos of these aircraft doing in books on Czechoslovak aircraft. Now, the Austrian Aviation Historians (OFH) have published a booklet that answers these questions while describing all the designs of the Skoda Kauba Flugzeugbau. (Otto Kauba was an Austrian engineering whose unorthodox ideas about aircraft design caught the fancy of Luftwaffe authorities who arranged for his prototypes to be built by the Skoda factory in Pilsen.)

Each Kauba design is described in text and illustrated with a 3-view drawing. The V-1a, V-1, and V-2 were piston-engined, piloted-prototypes for a pilotless jet-powered bomb of tailless design. The V-3, V-4, and SK-257 were small (7.6 m wingspan) fighter trainers of sleek, but conventional, design. The V-5 was larger (12.2 m wingspan) follow-on to these designs. The V-6 was a conventional twin-boom pusher and the SL-6 did away with the booms and hung the tail on wing-tip out-riggers. The V-8 was a very attractive tail-first design. With the V-9, Kauba returned to a more conventional layout. The V-10 through V-12 were design studies as was the P-14, a ram-jet powered interceptor. After the war, Kauba returned to Austria where he designed the OFW OK-15 light plane.

Photos are provided for the V-1, V-2, Sk-157, V-5, V-6 (2), and OK-15 (3). The 3-view are very well done and should encourage more than a few modelers to try scratch building one or more of these little beauties. Imagine the confusion if you brought one of these V-1s to your next club meeting.

Review copy provided by OFH.

[Editor's note: A vacuform kit of one of the Skoda Kauba fighter trainers, the V-4 I believe, was produced many years ago in Czechoslovakia. A few modelers may be lucky enough to have one in storage.]

"I have information on a new book on Croatian aviation, Zrakopovstvu u NDH. It is written in Croatian, but has photo captions in English. This book has some 150 never-before-seen photos from the WWI era, drawings, etc. It can be ordered at FAX number +385 1 23 00 351, or by contacting Zeljko Podoreski at E-mail zpodores@as411.twl.hr."

Roman Presecan (SAFCH #1497), 19 Sutherland St., St. Albans 3021, Australia. an@ozemail.com.au.

I have recently received the latest two issues of the Finnish magazine, *Suomen Ilmailuhistoriallinen Lehti* (The Finnish Aviation Historical Magazine). I remind you that I do not read Finnish, but the magazine comes with an English summary which I found very helpful. Of course, the photographs and drawings need no translation. Their editorial office is: InScale 72 production, Makelankatu 5 B 10, 00550 Helsinki, Finland.

3/1998: The front cover has a very crisp 1942 photograph of a Fokker C.X army-cooperation biplane. The inside front cover has three profile drawings of Finnish Curtiss H75 A-4 (we would call them P-36 Mohawks). These are interesting because they carry a large cartoon of Stalin just forward of the cockpit on the left hand side. (A close up detailed picture of this cartoon is featured on page 5). The inside front cover also has a pair of side profiles of Finnish C.X biplanes showing variations of the basic camouflage and markings.

Then there is a three page article written by an engine mechanic, telling how they had to struggle to keep their airplanes flying. It is good to be reminded of the work of the men behind the men who get the medals, for if it wasn't for their dedication, nothing would fly.

The next article tells of a group of Finnish pilots who were sent to Germany to pick up some new Messerschmitt Bf-109G fighters. It seemed that the planes weren't ready, and when they were, they were not properly assembled or even trimmed. Many parts and equipment were either missing or inoperative. Thus the Finns had some time off, until their planes were made satisfactory. In wandering around the base, they stumbled upon a hangar which stored some strange-looking 'torpedoes' which later turned out to be V-1 Buzz Bombs. Eventually, the flight was made ready to ferry up to Finland, and all of the Messerschmitts made it safely. However, one had to belly-in because the landing gear would not come down. But the damage was minimal. The article is illustrated with three photos of Bf109Gs in Finnish insignia. There is also an article on German Arctic Sea operations and it is illustrated with photo of BV-133 flying boat which was used on rescue operations.

Aircraft activity in the 1920s was a very basic thing, and there is a piece on the difficulties the Finns had to put up with in designing and making their own light aircraft. This is illustrated with six photos which illustrate four different airplanes.

A special Klemm Ki-25d is also described and illustrated with a photo. This airplane was assembled from parts of two different Klemm wrecks, half of which came from some parts in Sweden.

A nice three-view of a floatplane trainer which was projected to be built in Finland in 1922 is also included. This was a very smart looking machine, reminiscent of the HansaBrandenberg floatplanes of that vintage. But the project was never put into production.

4/1998: Another of Pentti Manninen's excellent three-views illustrates the projected 1938 update and revision of the Finnish Air Force's trainer, the Tuisku. The new version was to be powered by the British Jupiter IV engine in place of the Lynx that powered their existing Tuisku. But by the time that all of the Air Force's requirements were accommodated, the structural weight had crept up to where there was no performance increase over their existing trainer. So the project was dropped and none were ever built. The Tuisku looks vaguely like a 'skinny' Stearman, but with swept wings.

Another failed attempt was the Puhuri which was designed by Valmet in 1949 and was to be a twin engine feeder airliner and mapping airplane. The article is illustrated with some sketches and a three-view. It looked somewhat like the British de Havilland DH-114 Heron, especially around the cockpit area, but it had two radial engines and tricycle landing gear. No interest could be generated for this design. And in 1954 the Government bought a pair of British Hunting Percival Pembroke for the photo mapping task. But Valmet persisted with the project until 1957, when they stopped.

In 1942 a German Messerschmitt Bf-109E damaged a Finnish DH-89 Dragon Rapide. In order to replace the wrecked DH-89, the Germans turned over to the Finns an Airspeed Envoy which was formerly in Czechoslovak service. The airplane was overhauled in Prague, but due to a lack of spares, the brakes were left inoperative. The airplane was delivered to the Finns in March of 1942. It was used by them for twin-engine training and for signals-training tasks. The airplane got into some serious trouble with an engine out and crashed 1943, but fortunately with no fatalities. The article is illustrated with a number of excellent detail sketches which look like they came out of a maintenance manual.

There is also an interesting article about the problems the Finns had with one particular new Messerschmitt Bf-109G-6. This airplane suffered from a series of engine problems and apparently it never had a good test flight. The article is illustrated with one picture which shows this airplane with its cowl open and with a couple of mechanics working on it.

There is also an article about the Finn's efforts to build a wooden wing for one of their Brewster Buffalos. The was heavier than the original metal wing, but the aileron forces were considered somewhat better than the original airplane's. However, the airplane was wrecked in a crash during the flight test program, killing the pilot. From the description of the events immediately leading up to the crash, I would expect that the CG was too far aft due to the weight of the new wing.

A good picture of a Fokker XXI heads up the next article which describes the difficulties that some of the Finnish Fokker XXI fighter units faced with their primitive bases.

Three pictures of some German Junkers Ju52s in operation during the winter illustrate the final article.

I have also received a copy of the other Finnish magazine, *Plenois Malli*. This magazine may be obtained from: Pienoismalli-Lehti, Savelantie 8 B 19, 00720 Helsinki, Finland. Unfortunately, this magazine does not come with an English translation. However is well printed and has a lot of color. 8/1998. Of particular interest to the SAFO is a nine-page article (two page of color) on Finnish Messerschmitt Bf-109G. There are a lot of detail sketches and a lot of pictures of an 109G that is being restored for display. There is a good three-view drawing of the color scheme which was the late wartime Grey & Grey. This drawing shows the airplane wearing the white/blue/white roundels. The other color page shows profiles of four Bf-109Gs in postwar colors. The airplanes are still in the Grey/Grey color scheme, but the roundels are now white/transparent/white. This is the first time that I have ever seen this. The profiles were drawn by Pentti Manninen so they are undoubtedly correct. One of the Bf-109Gs was entered in air race in 1949

and had the fuselage between the cockpit and the tail painted white/red/white. In addition, a large letter 'D' was in red and outlined in thin white outline. All these markings were crudely applied, thus I would assume that they were washed off after the race. Question: Why and where was this race? The rest of this issue dealt with tanks, R/C cars and trains.

Gus Morfis (SAFCH #3), 4709 Green Meadows, Torrance CA 90505-5507, USA.

Pleno Sparnal #4 1997. "Wing of Steel" is the annual publication of the Lithuanian Aviation Museum dedicated to Lithuanian aviation history. 84 A-4 size pages, plus a 6-page English summary. Contact: Saulius Stulas, Lithuanian Technical Museum, Veiveriu 132, Kaunas 3010, Lithuania.

Another outstanding issue from the Lithuanian Aviation Museum. The main article, on the "Lithuanian Reconnaissance Anbo-IV and Anbo-41", consists of 23 pages including 12 photos, 6 pages of magnificent scale drawings, a color cover painting, color 4-view drawing of Anbo-41 '895', color 2-view drawing of Anbo-41 '672', and a page of 5 color side-view drawings (with top and bottom plan views) of Anbo-IV. This article contains all you'll ever need to make a beautiful model of this attractive aircraft (if only there were a kit).

Other articles of major interest: The delivery flight of the Albatros L-39 purchased from Kirgystan; 5 pages including 4 photos showing the red star being replaced by the Lithuanian insignia. A short one-page history of the Military Aviation Workshop in Kaunas including a list of all 102 aircraft produced between 1920 and 1940. A 9-page article on career of the Lithuanian Yak-18 on display in the Aviation Museum, including 2 photos, one-page detailed scale drawing, and a color 3-view drawing. The aircraft carries red stars and apparently never carried Lithuanian AF insignia.

The remaining articles are all interesting: "Lithuanian Activities in the Emigration", "Gliding in Klaipeda in the Post-WWII", "The First Glider Tow", "Foundation of the Lithuanian Sport Aviation Plant", and "Experimental Flying Laboratory SL-2P of the Prienai Aviation Factory" (2 Blanik gliders joined together with an extensive superstructure for mounting test airfoils - a great scratch-building project if you happen to have a couple of kits of the Blanik lying around).

An outstanding magazine which is valuable for its coverage of the Anbo-IV/41. A must for anyone interested in Lithuanian aviation and a great read from cover to cover.

Review copy provided by Saulius Stulas of the Lithuanian Aviation Museum.

Hai Fetito #2, The News Letter of the Romanian and Finnish Air Forces SIG. 40 A-4 size pages. Jean Pierre Brun, Rue des Jardins, 05700 Serres, France. \$16.00. One issue per year.

This issue has a unique topography. Pick it up one way and the cover reads "La lettre du CIM Aviations Roumaine et Finlandaise". Turn it over and upside-down and read "The Letter of SIG Romanian and Finnish Air Forces". The text follows the same format. On the English side, there are 18 pages in English and then the text turns into upside-down French. (All the photos and drawings are only in the French side.) A clever idea that causes momentary confusion that quickly turns into amusement, but its not as satisfying as the side-by-side translations found in some Czech publications.

green upper surfaces, light blue undersurfaces and a yellow fuselage band. (2) Ba.122.7 'S-1' as flown by Julius Trnka of the Slovak AF acrobatic team. This aircraft is in overall silver with blue sunburst on the upper surfaces of the wing and tail. Decals are provided for the Slovak AF insignia, the 'S-1' codes, and the red arrow on the fuselage. [Editor's note: For further information on the history of this aircraft and details of its color scheme, see the article elsewhere in this issue of SAFO.] RS Models of the Czech Republic are arguably producing the best resin-cast models in the world. If you want to add a colorful acrobatic aircraft to your collection of small-air-force aircraft, the Slovak Ba.122 would be an ideal choice.

For a history of the Avia Ba.122 series of acrobatic aircraft, see the article elsewhere in this issue of SAFO. RS Models of the Czech Republic has released a series of resin-cast kits of the Ba.122 and its variants. Kit 7296 is a Ba.122 of Frantisek Novak with the Walter Castor II engine; 7297 a Ba-422; 72111 is a Luftwaffe Ba.122; 72112 a Ba.122 (Zurich '36) with Avia Rk-17 engine; 72113 Slovak AF Ba.122 with RK-17 engine; 72117 B.222 with Rk-17 engine; 72118 a Bs-122 of the Czechoslovak AF; and 72119 Petr Siroky's Ba-122 with a Walter Polox engine; 72119 the B-322. Kits available for review are 7296 and 72113.

SAAB MFI-15 Safari. 1/72-scale, injection-molded kit. Broplan MS-64. Janusz Brozek, ul. Pilotow 10G/33. 60-460 Gdansk, Poland.

For the last several years some of the more exciting kits coming out of Eastern Europe have been the kits of Polish, Swedish, and Finnish aircraft produced by Broplan. Until now these kits have been vacuformed with the small sprue of injection-molded parts. Now, in what may be the best news of the year for the modelers of the aircraft of the smaller air forces, Broplan has released the first two in a line of entirely injection-molded kit, the Saab MFI-15 Safari and MFI-17 Supporter.

The Saab MFI-15 Safari is an enlarged version of the famous MFI-9B "Biafra Baby". With a scale wingspan of just under 5 inches, the Safari is small enough to fit into Broplan's limited injection machine. The kits consists of three sprues of light-grey plastic and a vacuformed canopy. The 35 parts are well-molded (for a limited run kit) with engraved panel lines and a medium amount of flash. The parts fit together well, but expect to do a lot of fitting, filing, and filling. The interior detail is rather ambitious with 3-part seats, head rests, instrument panel, side console, and control columns. However, because the cockpit canopy is so large and clear, addition interior detail may be required. (For a cutaway drawing, see Air Enthusiast, January 1975.) The rest of the construction is straightforward, but to achieve the proper

dihedral and forward sweep to the wings will take some careful craftsmanship and I don't think it can be done correctly without a well-planned jig. The instruction sheet includes the usual exploded construction diagram and 3-view drawings of two Norwegian AF Safaris: (1) '817' in overall yellow with red/orange day-glo nose, rudder, and wing tips. (2) '844' with olive green upper surfaces and grey undersides. All colors are referenced to FSS95 and Humbrol numbers. The are no decals. While the national insignia might not be too hard to find, the numbers and stencilling may cause some difficulties.

Considering the their penchant for esoteric subjects, Broplan's entry into the injection-molded kit market is most welcome. With care and patience, the MFI-15 Safari can be made into a handsome model that will look very attractive displayed alongside a MFI-9 Biafra Baby and the MFI-17 Supporter described below.

Review kit provided by Januze Brozek of Broplan.

SAAB MFI-17 Supporter/Mushak. 1/72-scale, injection-molded kit. Broplan MS-65. Janusz Brozek, ul. Pilotow 10G/33. 60-460 Gdansk, Poland.

Broplan's second injection-molded kit, the Saab MFI-17 Supporter/Mushak, is almost identical with their MFI-15 which is reviewed above. The only difference is the addition of two small sprues of underwing stores consisting of rocket pods and anti-tank missiles.

The instruction sheet has two 3-view drawings: (1) Pakistani Mushak '116' of No. 1 Squadron of the Primary Flying Training Wing at Risalpur in overall dark green. (2) Danish Supporter of the Flyveskolen, Danish Army Flying Service, in overall olive drab. Once again, colors are referenced to FSS97 and Humbrol numbers and decals are not included. Perhaps one of the after-market sources for decals will come out with markings for the Norwegian, Danish, and Pakistan MFI-15/17.

The Broplan kit of the MFI-17 Supporter is an nice kit that, while requiring a lot of work, will allow the modeler to add a couple of interesting aircraft to his/her collection of aircraft of the small air forces. Review kit provided by Januze Brozek of Broplan.

Valmet L-70 Vinka. 1/72-scale, vacuform kit. Broplan MS-66. Janusz Brozek, ul. Pilotow 10G/33. 60-460 Gdansk, Poland.

This attractive Finnish light aircraft, also known as the Redigo, is used by the Finnish AF in the trainer role and by the Eritrean AF for ground attack. The Broplan kit has 15 parts molded on a 11.5-cm by 22-cm sheet of white styrene, 21 parts injection molded on a small sprue of light-grey styrene, and a vacuformed canopy. The main parts are sharply molded with engraved panel lines. While the injection-molded parts have a little flash, they are other-

wise very acceptable. The vacuformed canopy is clear with well-delineated frames. The instruction sheet features the usual informative exploded construction diagram and drawings of interior arrangements. Three-view drawings are given for three Finnish aircraft: 'VN-12' in an overall white scheme and two camouflaged aircraft, 'VN-4' and 'VN-6' with dark olive-drab and light bronze-green upper surfaces with light grey undersides and red/orange day-glo wing tips and tail. No decals are provided. The Valmet L-70 is another neat little kit from Broplan that would make an idea project for any modeler looking for a simple model to begin his/her vacuform experience. It is also recommended for anyone building a collection of training aircraft. [Editor's note: Can anyone provide photos and drawings of the camouflage scheme used by Eritrean Redigos? This would seem to be an easy way for the small-air modeler to expand the number of countries in his/her collection.]

Review kit provided by Janusz Brozek of Broplan.

Naval Aircraft Factory PBN-1 Nomad. 1/72-scale, vacuform conversion kit. Broplan MS-67. Janusz Brozek, ul. Pilotow 10G/33. 60-460 Gdansk, Poland.

The Naval Aircraft Factory built 156 Catalina flying boats under the designation PBN-1 Nomad. This version featured redesigned hull and wing-tip floats, the taller tail, and a nose turret fitted with a 0.5-in gun. The Soviets received 138 Nomads under lend-lease.

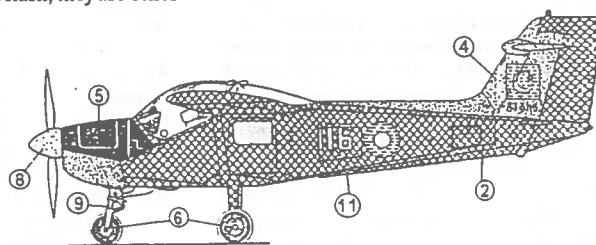
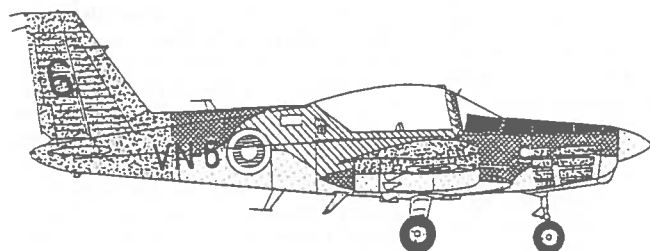
The Broplan kit allows the modeler to convert a Academy/Minicraft PBY-5 or PBY-5A into a PBN-1 Nomad.

The Broplan kit consists of two 11.5-cm by 22-cm sheets of white styrene. The parts consist of a whole new nose, new hull bottom from the step back, new wing-tip floats, and enlarged vertical and horizontal tail surfaces. The parts are well molded with engraved panel lines and reasonable representation of the fabric control surfaces. The vacuformed hemispherical nose turret is clear and has well-defined frames. The 2-page instruction sheet provides all the information on where the cuts have to be made to the kit and how the new parts fit. A 3-view drawing shows a Soviet Air Force Nomad in a dark green and light grey color scheme. No decals are provided, but there should be no shortage of red stars in the well-stocked spare decal box.

This Broplan kit is highly recommended to anyone ready to tackle a conversion project of medium difficulty. It is a must for any modeler wishing to build a collection of models in 1/72 scale of all versions of the ubiquitous Cat.

Review kit provided by Janusz Brozek of Broplan.

Valmet L-79 Vinka, 'VN-6', Finnish Flying School, Kauhava 1994. (Broplan vacuform kit MS-66)



SAAB MFI-17 Supporter/Mushak, #1 Squadron of the Primary Flying Training Wing at Risalpur, Pakistan Air Force. (Broplan injection-molded kit MS-65)

1918-1998: 80 Lat Polskich Sił Powietrznych (80th Anniversary of the Polish Air Force). 1/72-scale decals. InTech, ul. K. Zemaitisa 12, 30-252 Krakow, Poland.

This is, without a doubt, the ultimate in decal presentation. A huge decal sheet (20 cm by 27 cm) supported by a 28-page (A-4 size) instruction booklet. In keeping with the theme, decals are provided for 27 aircraft from a Rumpler CI of 1918 to a MiG-29A of 1996. Sufficient Polish chess boards, squadron badges, personal insignia, code letters, evidence numbers, etc are provided to model all 27 aircraft. RAF roundels and Soviet red stars are not provided since they come with the kits.

The decals are superbly printed in perfect register with dense, vibrant colors, and a sharpness that allows even the smallest details to stand out. So, there are no worries about the quality of the decals. The instructions continue the high quality of this set. Each aircraft is covered with one or more photos of the exact aircraft covered by the decals; a multi-view drawing showing the color scheme and placement of the decals, each keyed by number to the specific item on the decal sheet; text in Polish and English describing the colors used, listing the recommended model, and denoting references. Thirteen of the aircraft are also illustrated by a color side-view drawing of high quality.

Now, let's take a closer look at your next modeling projects. (1) Rumpler CI 'C4607/17' '10' in dark green over clear doped linen carrying "Warsaw" type insignia. (2) Albatros D Va (OAW) 'ALB.Va' '6' with natural color plywood fuselage and lozenge-printed flying surfaces. (3) Anatra Anasal DS in natural plywood fuselage and very light cream flying surfaces and a red centaur personal insignia and the Russian roundels showing through the Polish insignia. (4) Breguet XIV A2 '10.21' in standard French camouflage and violin-playing skeleton insignia. (5) Breguet XIV A2 '10.36' in dark green upper surfaces and clear doped fabric undersurfaces in the insignia of the Middle Lithuania Squadron (6) CWL seria 18 (Hannover CL II) '18.01' in overall ivory color with insignia consisting of a white Polish eagle on a red shield. (7) Bristol Fighter F.2B '20.9' in standard RAF color scheme with the entwined 'W/S' insignia of the Pilot's School at Grudziadz. (8) PWS-A '5' in overall khaki with the white winged-arrow insignia of 121 Squadron. (9) Spad 51C-1 '3' in overall French khaki with Kosciuszko badge of 111 Squadron. (10) PZL P-11c '8.110' '4' Polish khaki over light blue-grey carrying the fighting-cock insignia of 152 Squadron. (11) PZL P-23 Karas II '44.62' '9' in standard khaki and light blue-grey scheme carrying the dragon insignia of 22 Squadron. (12) Hurricane Mk.I 'RF-J' 'V6665' in standard RAF camouflage of 303 Squadron with red fuselage band and Kosciuszko badge behind cockpit. (13) Defiant Mk.1 'EW-K' 'N3437' in dark earth/dark green upper surfaces with night undersurfaces. (14) Spitfire Mk.IX 'ZX-6' 'EN315' in the desert camouflage scheme of the Polish Fighting Team. (15) P-51D Mustang IV 'RF-P' 'KH865' in natural aluminum. (16) Bf109G-10 'LW' captured in Italy and flown in the markings of 318 Squadron. (17) Il-2M3 '96' of the 6 Regiment PAF in 1946 in standard Soviet camouflage with Polish chess board on nose and no red stars. (18) Jak-1M '48' of Air Fighter Regiment Warszawa in 1943 in standard Soviet camouflage with red stars and white inscription below canopy. (19) Jak-9 '2' of Air Fighter Regiment Warszawa in 1945 in standard Soviet camouflage with red stars and Polish chess board on nose. (20) P-39Q Airacobra '01' the per-

sonal aircraft of the C-in-C of Polish AF. (21) Lim-1 '10' in overall natural aluminum. (22) MiG-21 F-13 '2015' in a camouflage of dark green, willow green, sand upper surfaces and light blue undersurfaces. (23) MiG-21 PFM '6901' in overall natural aluminum with raven's head badge. (24) MiG-21 M '1905' in overall natural aluminum carrying the 1 PML with Warsaw mermaid badge. (25) TS-11 Iskra "1707" in overall grey-silver in scheme celebrating the 20th anniversary of 45 Air Experimental Squadron. (16) MiG-23 MF '010' in overall air-superiority grey carrying the insignia of the 28th PLM at Slupsk. (27) MiG-29 A '010' former Czech Republic aircraft in standard Czech camouflage with the Warsaw mermaid badge of 1 PML.

Without question this is the decal sheet of the year, if not of all time, for the modeler of the aircraft of the small air forces. It is highly recommended to all modelers, but be warned, it will monopolize your modeling building well into the next millennium. Review decals provided by Wojciech Butrycz of InTech.

An-2 Colt. 1/72-scale decals. HDL 72-046. Hi Decal, Kilimiskiego 22, 40-062 Katowice, Poland. Another superb and timely decal sheet from the Hi Decal Line. This 9-cm by 13-cm sheet includes marking for 7 aircraft: (1) An-2R, Independent Air Unit SZV "Osijek", Croatian Air Force; used a night bomber during the siege of Vukovar in November 1991. (2) An-2R, medevac aircraft, SZV "Osijek", Croatian Air Force; Osijek AB, Spring 1992. (3) An-2TD, North Korean Air Force, used for infiltration flights into South Korea; 1984. (4) An-2P, Air transport Squadron TS-27, East German Air Force; Dresden AB, 1958. (5) An-2T, Air Communications Squadron VS-25, East German Air Force; Strausberg AB, 1958. (6) An-2T, liaison/utility aircraft from 11th Fighter Air Regiment, Polish Air Force; Wrocław-Starachowice AB, 1991. (7) An-2T, liaison/utility aircraft from 2nd Squadron, 32nd Tactical Reconnaissance Regiment, Polish Air Force, Sochaczew-Bielice AB, 1992.

The instruction sheet is, as usual for Hi Decal, very complete. Two side-view, top and bottom plan-view drawings for all aircraft, drawings of the camouflage patterns on the top surface of the lower wing, separate drawings showing the placement of all stencilling, drawing of the extended exhaust used on the Croatian aircraft, and all colors listed by FS595, Humbrol, and Model Master numbers. The decals themselves are absolutely perfect: spot-on registration; dense, vibrant colors; and sharp printing that shows off even the smallest details. This sheet is a must for anybody who bought the Italeri kit and wants to do something more exciting than the overall green aircraft covered by the kit decals. Three of the aircraft have rather simple schemes: The North Korean aircraft is overall night black. One of the East German aircraft is overall aluminum with a blue fuselage flash and the other is dark green over light blue. The two Polish aircraft was more exciting; one with dark green and light blue camouflage above and light blue below and the other with light blue, medium green, and sand yellow camouflage above and light blue below. The two Croatian aircraft will appeal to the most machinistic of modelers with a complicated pattern of blue grey, sand, olive drab, forest green, and brown above and light blue below with the Yugoslav registration overpainted in blue grey. The Croatian schemes are the "pick of the litter", but they will challenge the painting ability of even the

most experienced modeler.

Review decals provided by Pawel Diego Rogoz of Hi Decal.

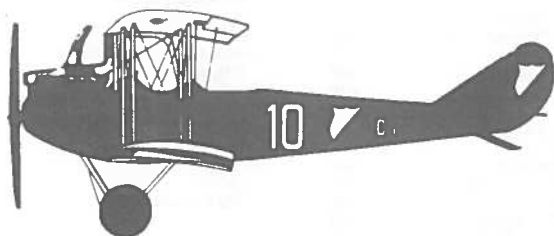
Faded Sky Blue RAF/RAAF Codes 1943-1944. 1/48-scale decals. JP4801. Just Planes Parts, PO Box 96, Canley Heights, NSW 2166, Australia. A\$10.00 plus postage.

This decal set consists of 4 sheets (two 14 cm by 19 cm and two 6 cm by 19 cm) containing letters of the alphabet in 3 sizes (18", 24", and 30" full size) in both square and rounded styles. The manufacturer advertises that this is "the first of a series of decal sheets covering the 'faded or weathered' code letters most often used on aircraft of the RAF/RAAF, in the Australian, South West Pacific and North African theatres." They go on to say, "We have chosen the 'Faded Sky+ Blue' colour for our first effort as this was the hardest to reproduce given that the blues in paint bleach out very quickly and most references state that 'the Sky Blue codes, faded very quickly to a chalky off-white' and this is what we hope we have achieved."

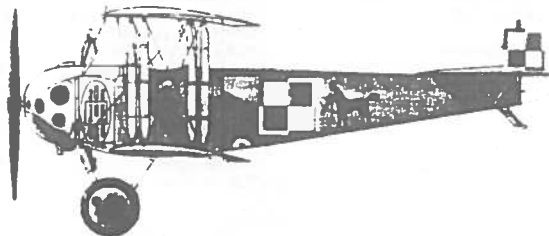
Without applying these decals to a 1/48-scale aircraft, I cannot tell how well they achieved this goal. However, the letters look 'faded' and they are well-printed with absolutely no bleed over. The instruction sheet consists only of the familiar "application" directions and no drawings. The modeler will, of course, have his/her own scheme picked out. If any modeler of 1/48-scale RAAF aircraft wants to try these decals, the editorial office can provide the review copy for \$4.00 (the cost of sending a complimentary copy of SAFO to Just Planes) and the promise to do a review.

Review copy provided by Jeff Iles of Just Planes.

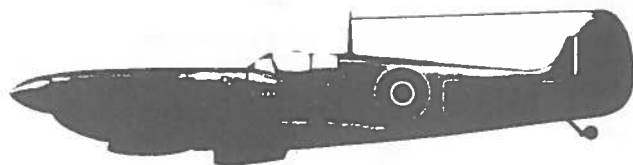
Although they arrived too late to be reviewed in this issue of SAFO, the following new decals from the Netherlands are all great and, if you have one of these aircraft on your "to do" list, do not wait for the review. Order them now; you won't be disappointed. **Dutch Decals**, Kerlstraat 2, 2471 AP Zwammerdam, The Netherlands. 32003: GD F-16A/B & F104 Starfighter RNethAF Squadron Badges. 32004: RNethAF Hawker Hunter F.Mk.4/6 & T.Mk.7. 32005: GD F-16A/B RNethAF Squadron Badges Low Visible. 48015: GD F-16A/B RNethAF Squadron Badges. 48016: Mitchell Mk.II/III 320 Dutch Squadron RAF; DH Mosquito NFXXIII 488 Sqn. RNZAF Pilot Christian J. Vlotman. 48017: NA B-25C/D/G/J NEIAF Australia; B-25G Royal Neth. Military Flying School USA. 48018: Spitfire LF Mk.IX LuchStrijd-Krachten postwar. 48019: Republic F-84G Thunderjets RNethAF. 48020: GD F-16A/B RNethAF Squadron Badges Low Visible. 48021: LuchtVaartAfdeling WWI Bristol Fighter; Nieuport Type 21/23. 48022: LuchtVaartAfdeling & RNethNavy Fokker D.VII. 72030: Orange triangle Part 2: Fokker D-XXI, & G-1 Luchtvaartafdeling; Vought Kingfisher RNethNavy; Brewster Buffalo RNEIAF. 72031: F-104G Starfighter; F-16A/B RNethAF Squadron Badges. 72033: Mitchell Mk.II/III 320 Dutch Squadron RAF. B-25C/D/J NEIAF; DH Dominie 1316 Dutch Flight RAF; Fokker T-VIIIw 320 Dutch Sqn RAF. 72034: Royal Netherlands Navy Supermarine Sea Otter Mk.II; Sikorsky S-55; Sikorsky S-58; Augusta-Bell UH-1. 72035: RNethNavy Dornier Do-24K-1 & Fokker T.IV; ML/KNIL Hurricane IIa/b; LVA Bristol Fighter & Nieuport 21/23. 72036: GD F-16A/B RNethAF Squadron Badges Low Visible. 72037: Supermarine Spitfire LF Mk.IX/16/Trainer



One of the first aircraft that flew with Polish national markings was the Rumpler C.I, 'C4607/7'. (InTech Decals)



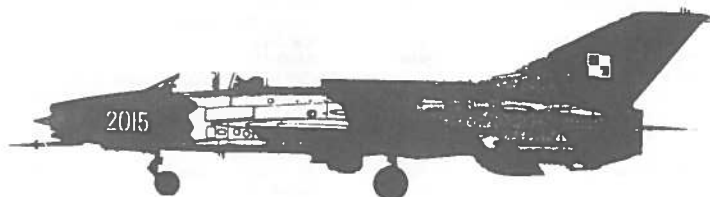
This Anatra Anasal DS '815' was found abandoned by the Bolsheviks in April 1919 at Wilno railway station. (InTech Decals)



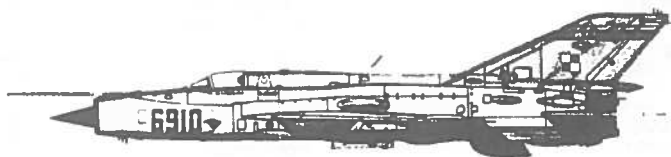
Spitfire Mk.IX, 'EN315', of the Polish Fighting Team attached to 145 Squadron in Tunisia, 1943. (InTech Decals)



Hurricane Mk.I, 'V6665' of 303 Squadron, Northolt, September 1940. (InTech Decals)



MiG-21 F-13, '2016'. Probably the only camouflaged Polish Fishbed. (InTech Decals)



MiG-21 PFM '6910' was the personal mount of Major A. Maslowski Regiment Leader of 62 PLM in Poznan. Special markings for 40th anniversary of the regiment. (InTech Decals)

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"I enjoyed Hubert Cance's drawings of the Finnish Buffalos in SAFO #88. Last year (1998), the Russians recovered a Finnish Buffalo from a lake in Karelia. This a/c is BW-372 from 2/LeLv24 and it was the regular mount of deputy flight commander Lt. Lauri Pekuri, who eventually achieved 18.5 victories. He became a POW when his Bf 109G-6 MT-420 was shot down in June 1944.

"The Finns tried to get the a/c from the Russians as it is the only known surviving Finnish Buffalo. However, BW-372 is now headed for the USA by way of Shannon Ireland."

Tim White (SAFCH #356), 1148 Bishop Ave., Hayward, CA 94544, USA.

"I must congratulate Bradic Srecko on his excellent article on the Yugoslav Dornier Do Y bombers (SAFO #88). The drawings that illustrate the article are really excellent. The first two aircraft were probably ordered on 21 May 1931 together with six Do J Wals (as part of German war reparations). Planned delivery dates were 30 August and 15 October 1932. I believe they were delivered in October 1932, but I haven't checked this out. Note that the new designation for the Do Y, which would apply to the second pair, was Do 15. [The Do J Wal became the Do 16 (and not Do 15, as is still reiterated in book after book).] The Germans captured all four Do Ys at Kraljewe in 1941. By that time, they were serialised 3221 to 3224! As the 'Chef AW' had no interest in these aircraft they were to be handed over to the 'GL-Verb-Stelle Belgrad' for further disposal. Is there proof of their use by the

Croatian Air Force?

"It seems that some of the information in the article on the Chinese Heinkel He 66s (SAFO #88) seems suspect. As the deliveries of the He 50 to the Luftwaffe did not start until 1935, I cannot believe that any He 66s could have been shipped to China in 1934. I do not even know if more than one batch was ever delivered."

Lennart Andersson (SAFCH #68), Tiundagatan 52B, S-752 30 Uppsala, Sweden. E-mail Lennart.andersson@mbox355.swipnet.se

"In January of this year (1999) I visited Laos, and I would like to share the following observations: The Lao AF MiG-21 force is currently in open storage at the air base just outside Phonsavan on the Plain of Jars. Landing at the civilian airstrip, Lao Aviation passes directly over the military field and the MiGs are in plain sight (sit on the port side when arriving, starboard side leaving). I counted about 14 light-grey coloured MiGs covered in tarpaulins. Current Lao AF MiG strength would seem to be about 12 MiG-21bis plus 2 -21Us. According to local information, none have flown for well over a year because of the economic crisis affecting Laos. "No petrol, no fly" was the actual phrase used. The hotel I stayed in had a MiG-21 drop tank in the front yard being used as a storage tank. The owner's explanation was, "They don't have any money. They sell to us."

"With the MiGs out of use, the Lao AF is now solely a transport force. The current inventory consisting of 3-4 An-26, one VIP Yak-40, about 6-8 Mi-8,

some of which are in Lao Aviation colours, plus one Mi-26 and a brand-new An-72. This latter was so new when I saw it, that although in Lao markings, it still had not received its AF serial. One military-marked Mi-8 (RDPL-34044) can be seen in extremely derelict condition behind some out building at Wattay airport in Vientiane, together with a couple of Lao Aviation An-24s. No An-2 biplanes were seen anywhere; it seems that they are no longer in use.

"The Lao Military Museum, in Vientiane, has recently re-opened after being closed for years. Previously, there were a Cessna T-41 and wreckage of a US Army UH-1B displayed ('dumped' might be a better word) in the Museum garden, but these have now been removed along with most of the armour and artillery previously displayed there. Inside, there's an unnamed photo-recon drone (twin-boom type with a single pusher propeller and nose-mounted cameras; obviously of American construction); the tail from a shot-down Lao AF AT-28D, serial O-17746, with a snarling tiger badge; fragments of a Thai AF OV-10 shot down during a border spat in 1988. Apart from these, the only other item of aviation interest is a nice photograph of a line-up of captured AT-28D in 1975. All have the Royal Lao AF roundel with USAAF-type side bars on the fuselage, the code '505' under the windscreen, a two-colour badge with a black mosquito(?) on the fin, and one carries the serial O-91724."

John MacGregor (SAFCH #766), 13 Foggyley Gardens #21, Dundee DD2 3L9, Scotland.

